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The China Mail

ESTABLISHED 1845

No. 27,228 HONG KONG, THURSDAY, JULY 11, 1929. PRICE \$3.00 Per Month.

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WATER SITUATION 12 HOURS FOUNTAIN SUPPLY ASKED GOVERNMENT OFFICIALS PRESENT

Dr. Kotewall's Advice to Chinese

A TEST OF PATIENCE OF THE COMMUNITY

The kaifong meeting at the Tung Wah Hospital yesterday was largely attended, and the Hon. Dr. R. H. Kotewall, C.M.G., LL.D., made an eloquent appeal to his countrymen to approach the subject calmly and dispassionately and not to allow themselves to be carried away by feelings engendered by the suffering that they themselves might be undergoing.

POINTS OF THE DISCUSSION

The agenda was as follows:
 1.—Should the Government be requested to take action to have water pumped to the Tytam Tuk pumping station or into any other reservoir with the object of having a direct house supply on the island for a few hours a day?
 2.—If this request is to be made is the community willing and prepared to bear any additional taxation?
 3.—If the meeting is willing to bear any additional taxation, what form of taxation does it approve?
 4.—Should such additional impost, whatever its nature, be borne by the landlords or by the tenants, or by both?

"To Seek Your Opinion"
 Addressing the meeting, the Hon. Sir Shou-son Chow said that the reason why he and his colleagues had called the kaifong together was to ascertain their opinion on the question set out in the agenda. The problems which they were confronted were of vital importance to the community and he hoped that they would not be afraid to speak out their minds. The speaker then gave interesting statistics. He said that one day's water supply would require one million tons to fill, which would form a queue 150 miles long, and if placed on top of one another would rise to a height of 210 miles. That would be 658 times higher than the Peak.

Dr. Kotewall Speaks
 In a most masterly and eloquent speech, the Hon. Dr. Kotewall addressed the gathering. He first reviewed the situation and said that at a meeting of the Water Emergency Committee, the Director of Public Works, the Hon. Mr. Creasy, had said that the houses which were served by rid-ers were in the most thickly populated part of the city. Owing to their height and the way they were built, a supply of two hours through the mains would result in unequal distribution. A fleet of thirty tankers would be necessary to maintain a supply of 3,360,000 gallons a day and would cost approximately \$1,845,000 a month.

Mr. Creasy had also said that the scheme would involve a daily consumption of about six million gallons. Mr. M. K. Lo had also asked a question and the Government had stated in reply that a sum of \$500,000 would be required if water were brought from places near the Colony in coasters and other vessels.

Mr. A. J. Lane's Opinion
 Continuing, Dr. Kotewall said that after that meeting, he had privately consulted Mr. A. J. Lane, an engineer with considerable experience of water works construction. Mr. Lane had told him that the scheme to pump six million gallons of water into the Tytam Tuk Pumping Station in order to give a direct house supply would involve an expenditure of about \$700,000 a month, including expenses other than charter hire.

In this connection, Mr. Lane had also pointed out various difficulties besetting the scheme. He thought that if the water was turned on for too short a time, the people living on the top floors of tenement houses would get no water, and if it was turned on for a longer period, it would result in waste which the Colony could ill afford.

Human Nature
 Dr. Kotewall added that at the interview with Mr. Lane, Mr. M. K. Lo and Mr. T. N. Chau were also present, and Mr. Lo had asked if a satisfactory arrangement could be made so that all tenants might draw their supply from the lowest flat. Mr. Lane had replied that human nature

ALL WATER TO BE CHARGED FOR NEW DEPARTURE

LEGISLATION NOW IN COURSE
 OF PREPARATION
 READY NEXT WEEK?

It is learned officially that the Government has decided that there will be no more free water supplies and that legislation in this connection is in course of preparation and may probably be ready for presentation to the next meeting of the Legislative Council a week hence.

This measure will affect metered and unmetered water supplies, besides shipping and building operations. At present no water is being supplied to shipping unless in cases of emergency.

It is learned that the work of laying pipes at Tytam Tuk in readiness for the arrival of tankers with water from outside is being proceeded with. Floating pipes are being purchased and the water from tankers will be discharged into these and thence pumped up into Tytam Tuk reservoir.

Free Inoculation?
 In view of certain fears that have been expressed regarding an epidemic of typhoid fever, owing to the water shortage, it is gathered that should these fears be well grounded and an epidemic actually break out, free inoculation will be given by the Medical Department.

LATEST RAINFALL
 Heaviest Hour 1/4 inch This Morning

Although a few comparatively heavy, but short, showers of rain fell last night and this morning, the total rainfall recorded at the Royal Observatory, Kowloon, during the 24 hours ended at 10.30 a.m. to-day was only 0.63 inch.

The "heaviest hour" was from 9.30 a.m. to 10.30 a.m. to-day, when less than a quarter of an inch fell, or 0.22 inch to be precise.

Eight inches fell at Fanling last night!

by many people with a view to minimising the hardship upon the poorer classes and we merely ask you to come here in order to give the community an opportunity to discuss this important question and to make their suggestions in a duly convened meeting.

"Gentlemen, you will probably still remember that at the last kaifong meeting held at this same place, certain requests were made to the Government through Dr. Tao and myself. All these requests were granted and the credit for that is not due to us, but to His Excellency the Governor, who is most sympathetic and who most readily acceded to our request. On learning that this meeting was to be convened, His Excellency not only gave his approval but directed the Hon. Mr. Creasy, Mr. Carpenter and Mr. Purves to be in attendance in order to assist us in our deliberations and to answer any question that we may care to put to them. These gentlemen will soon be here.

Let Your Conscience Prompt You
 After due discussion we will put to you the two principal questions which constitute the object of this meeting. First of these is "Do we desire to request the Government to take early steps to have water pumped into the Tytam Tuk pumping station or other reservoirs so that a direct house supply could be given to the people for a few hours?" The second question is the alternative of urging the Government to an early reversion to the third stage of the restriction, namely, twelve hours a day at the street fountains.

If the decision is in favour of the first proposition, then the question of finance as indicated in our notice convening the meeting should be discussed. But if for the reasons stated, the meeting considers that the first proposal is not to be pressed upon the Government, then the question of finance need not be made an urgent matter.

"These," said Dr. Kotewall, are the principal items we have invited you to come here to consider. Gentlemen, I ask you to approach this subject calmly and

TANK STRUCK BY LIGHTNING SCENES OF HAVOC

SHOPS ON WATER FRONT
 SUFFER DAMAGE
 WATCHMAN'S EXPERIENCES

A brick water storage tank, known as East No. 9, situated at Connaught-road, Central, burst this morning at about one o'clock wreaking much damage in its wake, and incidentally wasting about 75,000 gallons of potable water.

The tank was on the water front between Pottinger-street and Queen Victoria-street. It was built of red brick and had a capacity of 200 tons. There was another tank of the same type connected to this one, but the latter was not damaged in any way.

Roadway Blocked

Scenes of havoc greeted a representative of "The China Mail" when he arrived at the spot to obtain first hand information from shop-keepers in the vicinity. Two huge slabs of red brick wall blocked the entire roadway, and traffic had to be diverted back to Des Voeux-road Central. The wall, which was about 2 feet 6 inches thick, showed a clean cut in two places, and from the top down to the ground, it clearly showed that only a few pieces of brick had been dove-tailed together. The clean ends of other bricks were totally devoid of any cement and it was apparent to all that they had not been interlocked in the same way as is so commonly done in brick-laying.

Watchman Carried Away

One piece of the cut wall was washed to a distance only a few feet away from the door of Messrs. A. S. Watson & Co.'s aerated water depot. Another piece of the wall, which was the western end section, was only prevented from plunging headlong into the shop of Messrs. Tak Kee & Company by a verandah pillar.

Even then much damage was done to the two shops. An Indian watchman in the employment of Messrs. A. S. Watson & Co. told our representative that he was on duty, sitting in an armchair, outside the depot. He heard creaking sounds emanating from the tank for about ten minutes when suddenly a loud sound, almost like an explosion, broke the stillness of the night.

Before he realised what had happened, he was carried body and feet, with his chair, right into the depot where he was deposited among a number of crates — a distance of about fifteen feet from where he sat. Water was rushing into the shop in torrents, and crates of bottles and other goods in the shop were washed right back into the kitchen.

Saved by a Pillar

Tak Kee & Company, the shop next door to Messrs. Watson & Co.'s depot, was more fortunate. Just outside their doorway was a massive granite pillar running from the top verandah to the ground. The western section of the tank wall was driven at a terrific speed and would have undoubtedly plunged right into the shop had not the pillar been in the way.

As it was, a huge slab of granite was torn off the pillar, and the pressure of the water was so great that a wooden door was washed off its hinges. Water entered into both shops, damaging much goods stored therein.

The real cause of the disaster is not known. There were a large number of P.W.D. overseers present at the scene, and to questions asked by our representative, they said that it was quite likely that the tank had been struck by lightning.

An American's Opinion

The tank, they said, was built about three weeks ago by the Water Committee and when completed it was turned over to the Government. There must have been about 75,000 gallons of water in storage at the tank when it burst.

An American engineer, not connected with the Government, volunteered the statement that the bursting of the tank was more likely due to faulty construction than lightning.

Water Reflections 1857 AND 1929

Attention having been drawn to the possibility of an epidemic of infectious disease, and the consequent anxiety in some circles, whether justified or not, a question which only the future can decide, it is not, perhaps, uninteresting to note that the year 1857 was one of comparative dry weather in Hong Kong.

It was reported upon by the third Colonial Surgeon (the predecessor of the present Hon. Director of Medical and Sanitary Services), Dr. Manzius, as having been distinguished "by more than average unhealthiness consequent upon the failure of the usual amount of rain."

Times Different
 Times were entirely different from what they are now. Much more so were the sanitary conditions of this Colony.

OCCASIONAL RAIN

This morning's weather report from the Observatory states: Pressure is highest between S. Japan and the Bonins and relatively low over China generally.

A depression is situated over Tongking. Forecast:—S. winds, moderate, cloudy; occasional rain.

AGITATORS

TRIAL BEGINS AT LAHORE
SERIES OF CHARGES

Lahore, Yesterday. The trial has begun of 16 including Jagpal (who was the approver of Bhagat Singh and Dutt) and nine others who absconded, on a series of charges of conspiring to wage war against His Majesty the King so as to deprive him of his sovereignty in British India and overthrow the Government by blowing up trains, obtaining money from persons abroad, interested in revolution in India, robberies and murders.

Including that of Banerjee, Inspector of the C.I.D. at Benares in January of last year, and of Saunders, assistant superintendent of Police at Lahore.—Reuter.

REPORTED MOVES

TANG SENG-CHI IN SOUTH HONAN
ANXIETY IN HUPEH?

Hankow, Yesterday. Considerable activity is evident in Wu-Han as a consequence of the report of General Tang Seng-chi's troops' threat to the Hupeh border, but the local situation is normal.—Nan Chung Kuo News Service.

CHANG MAY PROCEED

Peking, Tuesday. Marshal Chiang Kai-shek has received a telegram from General Ho Ying-chin, of Hankow, to the effect that Tang Seng-chi's movement in southern Honan lately requires additional forces in northern Hupeh. Because of this news, Chiang Kai-shek will probably go to Hankow to-morrow instead of returning direct to Nanjing.—Nan Chung Kuo News Service.

Slough firemen were called to

extinguish a fire in a bakery's motor-van at Hortou.

MURDER OF A SIKH CONSTABLE

GHASTLY FIND
 PARTIALLY NUDE BODY IN
 DISUSED QUARRY

HEAD ALMOST CHOPPED OFF

Quite a sensation was caused in Yaumati between 4 and 5 o'clock this morning when a Sikh Police constable was found murdered in an old disused stone quarry situated between Jordan and Austin-roads, which run parallel to each other. The body was found on the side of quarry nearer Austin-road, where it joins Canton-road.

The murdered constable was Sapooran Singh (B485). He had gone on duty in the vicinity of the quarry at 8 p.m., yesterday and was to have gone off duty at midnight. When the relief arrived at midnight, Sapooran Singh was not on his beat. He was placed on report as missing, and immediately an "Emergency Squad" was sent out to search for him.

Revolver Missing

After several hours' search, his body was found in the quarry, slightly above the level of the road. When discovered, the body was partly naked and there were severe wounds on the head and body. His belt, with holster attached, was lying near the body, but the revolver was missing. A curious point in this connection was that the flap of the holster was buttoned. Near the belt and holster were two blood-stained choppers of the kind used by Chinese to chop firewood.

Nature of the Injuries

The most serious wounds were on the head, which was hacked in several places and one part almost chopped off. There were some slashes on the body, whilst both hands bore cuts, apparently received when the Indian put up his hands to defend the blows on his head.

On a piece of level ground at the back of the Kun Chung Market, which is in front of the quarry, almost at the junction of Canton and Jordan-roads, there are signs of a terrific struggle having taken place. Apparently the constable had been first attacked at this spot and after receiving a blow on the head had run into the quarry and up the hill for safety. Evidently his assailants, (there must have been more than one, because two choppers were found), followed him into the quarry and there completed their foul deed.

First Theory Discarded
 At first it appeared that the constable had met his death at the hands of robbers who, after the murder, had partly devastated the body to place a different construction on the crime. However, when all the circumstances had been gone into, this theory was dropped by the C.I.D. men in favour of another, (which for obvious reason, the Police cannot disclose at present, as it might destroy a definite clue which they are now following up).

It was gathered, however, that a woman is believed to have been the cause of the murder, and that the constable was killed by her husband out of revenge. By this theory the victim's revolver must have been stolen purposely to create the impression that the murder was the deed of robbers.

Sapooran Singh, who was 34 years of age, joined the Hong Kong Police Force on November 30, 1923.

FINANCIAL REORGANISATION

Sir A. Balfour also said that since Chang Kiang-au himself had referred to the subject, He (Sir Arthur) felt at liberty to say how great was the importance attached by the friends of China to the work of financial reorganisation being really given attention and which was desirable.

China's New Regime

Sir Arthur declared that nothing was calculated to give the world a better impression of the constructive capacity of the new regime in China than a really efficient co-ordination and use of her revenues, which alone were capable of carrying China far along the road to financial rehabilitation. Such rehabilitation, however must proceed from within and must obviously be the work of the Chinese themselves. He said that China's evolutionary changes not only had their sympathy but their hope which was a much more vital sentiment. They agreed with the Chinese in thinking that the framework in which their foreign trade, so far, had been conducted, required alteration. They welcomed the alterations already made in connection with tariffs and were in accord with the intentions already expressed by the British Government regarding other changes. They already noted unmistakable unanimity and conviction among the Chinese delegates and their views would receive the most careful attention. Sir A. Balfour concluded by expressing the opinion that the outcome of the present transitional period could not be regarded as otherwise than with the serene confidence.

What the Spokesman Urged

The Chinese spokesman urged that the time had arrived for the

CHINA'S ECONOMIC REORGANISATION

LONG DISCUSSION
 WHAT IS TAKING PLACE AT
 AMSTERDAM

WILLING TO HELP CHINESE

Amsterdam, Yesterday.

The chief topic at the International Chamber of Commerce Congress was China's economic reconstruction and the prospect of future loans.

Mr. T. Lamont (chief American delegate) thanked the Chinese for coming half-way round the world to participate for the first time in the Congress. He warned them, however, that China's international credit was at a low ebb and that no large loans could be made in New York or Europe till the Chinese took careful measures to re-establish their financial and political stability. He stressed that a great part of China's foreign indebtedness was in default and much of the security earmarked for service loans had been sequestered. All holders of Chinese loans, irrespective of nationality, must receive equal and fair treatment. He expressed the confidence of the Chamber of Commerce in the aims and aspirations of the Chinese Government and the Chamber's faith in the ultimate achievement thereof. The Chamber sincerely desired to assist in the reconstruction of China, where a stable Government seemed at last to be established.

The British Views

Sir Arthur Balfour said the British delegation associated itself very warmly in the welcome accorded to the Chinese delegation. They felt the greatest gratification at the enlarged opportunity afforded by the presence of the Chinese delegation and they felt privileged to share in laying the foundation stone of the new and inspiring wing in the great edifice which the International Chamber of Commerce had already become. The entrance of China with 400,000,000 of people and immense economic potentialities was a memorable occasion.

Sir A. Balfour said the British delegation had been impressed by the outline of China's financing policy given by Chang Kiang-au, who had declared that the National Government intended to refrain from inviting foreign loans for administrative purposes until they had reorganised various sources of revenue already at their disposal.

Financial Reorganisation
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(Continued on Page 9.)

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Island.	Feet.
Victoria Peak	1823
Signal Station	1774
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Mountain Lodge	1725
The Byrie	1725
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Taikoo Sanatorium	1000
Mt. Davis	877
Bowen Road (Afterbeds)	297
Mainland.	Feet.
Taimoshan	8124
Kowloon Peak	1971

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NOTICES.

HONG KONG & SHANGHAI BANKING CORPORATION

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THE DIVIDEND will be payable on and after TUESDAY, 6th AUGUST, 1929, at the offices of the Corporation, where Shareholders are requested to apply for Warrants.

THE REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, 22nd JULY, to SATURDAY, 3rd AUGUST, 1929, (both days inclusive) during which period no transfer of Shares can be registered.

By Order of the Board of Directors,
A. C. HYNES,
Chief Manager.
Hong Kong, 9th July, 1929.



PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of Sale by Public Auction to be held on MONDAY, the 15th day of July, 1929, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshui, in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Lots.	Locality.	Boundary Measurements.	Contents in Square Feet.	Approximate Area in Acres.
1	Shamshui, near the Shamshui Ferry.	N. S. R. W.	ft. ft. ft. ft.	about
As per plan.				3.44

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TYPHOID AND PARATYPHOID

Man Now Master of These Diseases

EFFICACIOUS TREATMENT

Notes on Cases in Colony and Canton

In view of the necessity, during the water shortage, to guard against typhoid and paratyphoid fevers the following article, specially written for the "China Mail," should be perused with the greatest interest:—

Cholera, Typhoid and the Paratyphoid Fevers are not deadly, if diagnosed and treated in time. No one should become alarmed as man is now master of these diseases, if only given a reasonable and a fair chance.

Everything has a beginning, even disease, and in the early stages all diseases are curable, even cancer. There is an adage which tells us that if we master little things, as though they were great things, the day will come when we shall live to master great things as though they were little things. This is true of disease. In the early stages disease is simple and easy to cure; in the later stages a very different story is to be told. Procrastination is the thief of lives. It is therefore and rightly implied that if man would live and conquer the disease which besets him, then he must muster his powers of resistance early (his fortifications), and so slay the enemy an early and deadly blow, before the enemy reinforcements have been mustered. This is how disease can be slain. Referring especially to the diseases of cholera, typhoid and paratyphoid fevers, the so-called abdominal influenza, and other "tummy" troubles, it will be found that the following prescription, which was first introduced into India in this form by Dr. J. W. Tomb, and into China by Dr. A. Cannon, will be found to cure all these ills, if taken in time. The prescription is:

R/ Spirit Aetheris m xxx
Oleum Caryophylli m v
Oleum Cajuputi m v
Oleum Juniperi m v
Acidum Sulphuricum
Aromat m xv

One drachm, in half an ounce of water every half hour in cholera cases until the symptoms are relieved.

One drachm, in half ounce of water daily is an excellent preventative.

Owing to the nasty taste Tomb then omitted the Oleum Caryophylli and replaced it by Oleum Anisi, and by request wrote an article in the Lancet in October, 1926. We have corresponded on this point and now Tomb has reverted to the original prescription which is given above.

The efficacy of this treatment is now beyond all dispute.

The records of the thousands of cases in India and of the (comparatively) few in China, which have responded quickly to this treatment speaks for itself.

Cholera is Much More Prevalent in India

Tomb says: "This mixture should be given immediately, when practicable, but it is claimed that 95 per cent. of cases recovery will be secured within a period of seven hours from the onset of symptoms. No special care need be paid to the subsequent dieting of the case. Vomiting, purging, and intestinal pains, appear to be immediately controlled by this mixture. As little supervision is requisite, the value of this method in mass treatment of natives is obvious."

Manson-Bahr and others state that the cholera vibrio may be found in the stools for as long as 44 days after the patient has commenced convalescence. Bacteriological examination (as detailed previously) so far show that after treatment with Tomb's Mixture, the vibrio apparently ceased to exist from a period of six to twelve hours after treatment had commenced.

Period of Infection

In the "Caduceus" The Journal of the Hong Kong University Medical Society, 1927, Vol VI pp 34 to 43, an article on Cholera by Dr. A. Cannon, from which we have taken the liberty of copying the prescription, states:

Should it be found that with effective treatment the period of infection from the stools is cut down in every case, this is a matter of considerable importance, especially from a shipping point of view, as the ship need not be kept in quarantine for more than twelve hours, as every case on board (passengers and crew) could be treated as potential cholera cases and given a dose of the mixture every half hour for eight doses, (which has been found sufficient to cure a case of cholera).

A Typhoid Case

One case of Typhoid fever which came under my care in an un-inoculated person, showing positive

Widal reaction (showing that the case must have been in progress a week or more when first I was consulted) and a positive Russo's test (methylene blue 1 per cent, turns a vivid green on adding an equal quantity of urine: normally no change in colour takes place). Treated with the Essential Oil Mixture the case showed negative results within twenty hours, with marked improvement in the patient. The only cases of cholera which occurred here; were those who had not taken the Mixture once daily as a preventative. Most of the cases although when first seen had marked choleric symptoms with the typical "rice water" stools, and on bacteriological examination (methods mentioned before) which in some cases was confirmed by Surgeon-Commander Buddle of the Royal Navy, the cholera vibrio were found to be present in large numbers, in every case. Only one case died, and he refused treatment until it was too late. All other cases recovered in from seven to twenty-four hours of commencing treatment. Those recovering in seven hours had immediately resorted to treatment by the Essential Oils (no other treatment being given), and those who took longer to recover had awaited until their symptoms were so marked, that treatment had to be strictly enforced (and anyone who has tasted this mixture can under-

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stand this). As a matter of interest I append a few brief statistical outlines cases:—

A.G. aged 35. No. 1539—violent cramps, vomiting, and rice water stools. Micro. Exam. cholera vibrio present. Tomb's Treatment given within two hours of commencement of symptoms. Six hours later no vibrio.

J.W.L. aged 32. 1545. M. symptoms as 1538 but no vomiting. Cholera vibrio present. Tomb treatment given within five hours of onset of symptoms. Ten hours later no vibrio.

Diagnose Confirmed

Lieut. B. R.N. aged 26, 1546, symptoms as 1538. Opiates had been tried by his doctor first but when he collapsed Tomb's treatment given. After eight doses at half hour intervals the patient began "to feel himself again." Although both the Surgeon-Commander and I had confirmed the diagnosis by microscope, etc., when the patient was examined at the Naval Hospital on arrival in Hong Kong, eleven hours later, no vibrio were found. However they appeared in this case about a week later and it not disappear until the fifteenth day.

M.B. aged 26 F. 1547, symptoms as 1538 and also marked tenderness over McBurney's Point. Tomb treatment given when the case was brought before my notice, thirty hours later after the symptoms had commenced and the patient was in a very weak condition, and passing stools every minute or so. Within twenty-four hours the patient was convalescing and no vibrio were found in the stools.

Chinese coolie aged 28 1548, typical symptoms as above occurred at 4 p.m. when Tomb treatment was

given, and at nine o'clock, the same evening the patient went home, the stool exam. being negative.

"Customs Officer W. aged 32 Honan. 1551, symptoms as 1538. Nine hours after, no vibrio.

Speedy Cure

F.H.E. Commissioner, 1554, symptoms as 1538 only without any marked cramps occurred at 3.30 a.m. cholera vibrio in stools in excess. Tomb treatment given at once. At 6.30 a.m. the patient felt that he "had taken a turn for the better" and was up, the next morning by 10 o'clock. Stools examined and found negative. At 2 p.m. the same day the Commissioner resumed work, although feeling rather weak.

N.D. nurse 1555, symptoms commenced with marked vomiting, then diarrhoea which rapidly took on the appearance of "rice water" stools. Pains around the umbilicus were marked and the patient was so certain that she was dying that she didn't want anyone to come near her and take risks. Tomb treatment was given and before sunrise the next morning the patient was well on the way to recovery. Within twenty hours the stools were negative.

I have found astounding results with this Mixture in so called "food poisoning," with speedy recovery.

Secret of the Treatment

Personally I believe the secret of the treatment lies in the carbolic acid contained in the oil of cloves which is present in the Tomb Mixture. There is reason to believe that this treatment saved both Shamen and Canton from a severe epidemic of cholera.

Bear in mind that in cases where an acute gastro-entero-colitis has already been well established, a full dose may be vomited and a second dose required immediately. This was largely obviated in my own experience by halving the dose and also halving the interval between doses, i.e. half of drachm in two drachms of water every 1/4 hour (instead of one drachm in half ounce of water every 1/2 hour); and in severe cases of vomiting, to be sipped.

In the earlier pages of this Article it is written:
Clinically there are three types of Cholera.

1. AMBULATORY in which the symptoms are:—
Ordinary diarrhoea with malaise (tired feeling), depression of spirit and perhaps noises in the ears.

(Koch's comma bacillus is present in the faeces).

2. CHOLERA SICCA in which the symptoms are:—
No diarrhoea.
No Vomiting.
Anuria.
Muscular cramps.
Collapse.

(This is usually fatal, unless treated immediately, as mentioned later in my text).

3. HYPERPYREXIAL CHOLERA.

Temperature above 105 deg. F. Under the armpit the temperature is 107 deg. F. In the rectum the temperature is 109 deg. F.

The symptoms are usually not so marked as in the other two types where the temperature is usually normal (98.4 deg. F and 37 deg. C) or sub-normal.

The common type of Asiatic Cholera seems to be an acute form of the first type.

The incubation period (i.e. the time it takes for the germ to develop in the body and produce the characteristic symptoms) is usually 3 to 6 days, although it may be anything from a few hours to ten days from the time of contact with an infected person, faeces, or water.

The Symptoms

The symptoms may be summarised and classified as follows:—

i. Ordinary diarrhoea with malaise, depression of spirits and noises in the ears.

ii. Sudden onset with profuse stools with or without griping, and watery stools with material similar to softened small corn flakes. They may also be frothy.

Vomiting usually occurs about one hour later.

Severe cramps may be either abdominal, or in the extremities (arms and legs): the affected muscles may stand out in contraction.

Collapse may occur as soon as two hours after the onset of symptoms in untreated cases.

Prevention: Eat and drink nothing that has not been recently cooked, boiled or otherwise sterilised.

Do Not Consume

1. Fruits, vegetables, salads, melon, cucumbers, etc., which have not been cooked or otherwise sterilised.

2. Food on which flies has settled.

3. Milk or cream which has not been sterilised for fifteen minutes.

4. Ice-cream, unless made from boiled materials under personal supervision.

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5. Water which has not been boiled or filtered in a germ-proof Pasteur-Chamberland filter, the candle of which should be boiled regularly once a week.
Owing to the uncertainty of the germ free state of the vessels used at the table, all water, even if previously sterilised, should have just enough Condy's Fluid as to only just colour the water a light pink. Five minutes later the water is safe for drinking purposes.
6. Only the best reliable aerated waters should be used.
7. Shell-fish to be avoided.

Fruits, tomatoes, etc., except melons, and cucumbers, can be sterilised so that they can be safely eaten raw, and without spoiling the flavour, by dipping for at least ten seconds in brisly boiling water.

Inoculation Against Typhoid Fever &c.

Any good Typhoid "Vaccine" will do good, and there is very little reaction, usually felt mostly after the first of the three doses, which are injected (most painlessly into the buttock), at ten days' intervals. Heanley's, Lilly's, and many other well known and reliable vaccines, including those obtainable from Dr. Minett at the Bacteriological Institute here, are bound to be effective in increasing the person's resistance, not only to the specific disease, but to other allied diseases.

The power of "disease resistance" set up in the body by the use of the "vaccine" usually lasts one year, and not more.

A further advantage of being inoculated against the disease is that, after the immediate and temporary lowered resistance of the body for a few days, the person begins to feel much better than he has done for some time, as minor forms of acquired sepsis have thus been also overcome, and better health is the obvious result.

No Reason for Alarm

Remember there is no reason to be alarmed.

Hong Kong is not such a dirty place as some would have us believe.

The price you pay for protection against disease is very small, and will not at the most amount to the cost of a visit from the doctor.

Remember that procrastination is not only the thief of time: Procrastination is the thief of Lives.

Don't procrastinate!

Remember that it is our duty to our country, our fellow citizens, and to ourselves, to take reasonable precaution against disease, and to keep cool (even in July), calm, and collective, and so preserve life.

Remember that Hong Kong expects that every man this day will do his duty: get vaccinated against typhoid etc., and keep some "Essential Oil Mixture" in your home, to use immediately, in all cases of chills, colds, diarrhoea, influenza, typhoid fever, cholera and other allied diseases.

LADY TORRINGTON

FAILURE OF A RESTAURANT UNDERTAKING

Norah Elizabeth Ursula Viscountess Torrington, of St. Columb, Cornwall, who has been engaged in business as a restaurant proprietress since last July under the style of the Delectable Duchy Cake Shop, Ltd., has been adjudged bankrupt. The first meeting of creditors was held at Truro.

Her liabilities were returned at £1,229, and her deficiency £1,120. In July Lady Torrington started business at Newquay with £55 given to her by her husband. It was stated she then owed a London bank £110. The debtor gave, as causes of failure, the income from her Newquay business being insufficient to meet expenditure, and her undertaking certain liabilities at her Truro branch in expectation that a partner would bring in fresh capital.

The Official Receiver stated that the debtor appeared to have been insolvent during the whole of her short trading career.



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S.S. "DUCH D'AOSTA" Sails on or about 3rd September.

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S.S. "NIPPON" Sails on or about 12th July.
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M.V. "HIMALAYA" Sails on or about 10th August.
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IYO MARU Monday, 12th August.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via

Singapore, Penang, Colombo, Suez.

HAKONE MARU Saturday, 13th July.

SUWA MARU Saturday, 27th July.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU Wednesday, 24th July.

KAGA MARU Wednesday, 21st August.

BOMBAY via Singapore, Penang, & Colombo.

AWA MARU Friday, 12th July.

NAGATO MARU Saturday, 27th July.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,

Mexico & Panama.

BOUYO MARU Monday, 19th August.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

BINGO MARU Friday, 9th August.

NEW YORK, BOSTON via Panama.

ATAGO MARU Tuesday, 23rd July.

LIVERPOOL via Port Said, Constantinople, Genoa.

DURBAN MARU Saturday, 20th July.

CALCUTTA via Singapore, Penang & Rangoon.

RANGON MARU Monday, 15th July.

SHANGHAI, KOBE & YOKOHAMA.

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KAGA MARU (Nagasaki direct) Friday, 19th July.

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O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore

ALTAI MARU Sunday, 14th July.

ATLAS MARU Sunday, 11th August.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,

Colombo, Durban & Cape Town.

MONTEVIDEO MARU Tuesday, 30th July.

BOMBAY—Via Singapore & Colombo.

SHUNKO MARU Friday, 19th July.

DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR

& MOMBASA—Via Singapore & Colombo.

CANADA MARU Tuesday, 8th August.

CALCUTTA—Via Singapore, Penang & Rangoon.

BORNEO MARU Thursday, 18th July.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from

Shanghai.

ARIZONA MARU (from Shanghai) Monday, 15th July.

MELBOURNE—Via Manila, Brisbane & Sydney.

HIMALAYA MARU Wednesday, 7th August.

HAIKONG—Via Hong Kong & Pakhoi.

NEW YORK—Via Japan ports, San Francisco & Panama.

HAWAII MARU Wednesday, 17th July.

JAPAN PORTS.

AMAZON MARU Friday, 12th July.

BATAVIA MARU Sunday, 14th July.

KEELUNG—Via Swatow & Amoy.

HOKAN MARU Sunday, 14th July, 3 p.m.

CANTON MARU Sunday, 21st July, 3 p.m.

TAKAO—Via Swatow & Amoy.

DELI MARU Thursday, 18th July, noon.

TAKAO & KEELUNG.

BATAVIA MARU (Calls at Amoy) Sunday, 14th July.

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SHIPPING SECTION.**CREWS' SPACES**FOREIGN PROGRESS SINCE
THE WAR**QUESTION OF HYGIENE**

In his annual report to the Manchester Port Sanitary Authority, the Medical Officer of Health, Dr. W. F. Dearden, refers to the progress made in foreign vessels since the war in the progress which has been made in the hygienic equipment provided for crews.

The report states, inter alia, comparisons are said to be of value, but as it has been so often stated that what is over exalted position we hold ashore in the matter of sanitation, the foreigner now takes the lead so far as ships are concerned, it should not be amiss to say something about the hygienic equipment on new-built foreign vessels which have recently visited the port.

During the year particular were taken respecting the position and type of quarters provided for crews on 163 British ships, of which 81 were built after 1918 and on 131 foreign ships of which 75 were built after 1918.

Now the predominant impression one gets in going through the details of the foreign vessels is the effort that is being made to make the improvements in the well-ordered series. For example, if the accommodation is placed there are almost always messrooms, mostly there is a hospital, and very frequently two-birth cabin.

This is, of course, quite different to the irrational arrangements mentioned as characteristic of the bulk of British ships. The details collected have been condensed into three tables, and it may be claimed that these clearly demonstrate four main points, viz.:

1.—The hygienic equipment for crews provided in foreign vessels of the pre-1918 period was worse than that provided in British vessels.

2.—At the commencement of the second period the equipment was about level with or slightly better than that on the British ships.

3.—The progress made in foreign ships after 1918 was more rapid than in British ships.

4.—Foreign ships as a class are now superior to British ships as a class in the matter of Government Regulation.

The experiences at the port of Manchester tend to show that British ships are at the present time about 10 years behind the foreigner in matters of ship's hygiene, and as certain other port medical officers have come to a similar conclusion from their evidence, there would appear to be good grounds for the assertions made earlier on.

How is Britain to get back her lead? Certain not by sticking in the laissez faire rut of the past 10 years. First of all it must be realized that voluntary effort alone is a very uncertain means to a definite end, and has certainly been proved so in the matter of systematic ship's hygiene.

On the other hand, definite Government regulation has proved effective with foreign ships, and particularly so in the case of Norway, with her really model regulations. The obsolete provisions of the Merchant Shipping Act, 1894, which govern the situation in this country, and the roundabout procedure followed by the Board of Trade surveyors, must be scrapped and power given to the Board of Trade (in conjunction with the Ministry of Health in this case) to make regulations.

The drawing up of these regulations is a congenial employment for the joint advisory committee recently appointed than the suggesting of more recommendations to surveyors; judging from the personnel it should produce an excellent first series of regulations.

Plans and Specifications.

The first regulation should deal with the submission of plans and specifications before commencement of building operations, as is the case with houses ashore, for regulations as well as buildings must start with a good foundation. Provided the regulations are well devised and drafted in the first instance, there should be very little difficulty in discovering if the plans and specifications comply, and it would appear that a ship's architect or surveyor would be the proper person to do this job.

A completed work would, of course, have to be checked by a surveyor before a certificate of suitability for registration could be granted. It does not seem likely that a "competent sanitarian," purely as such, would be the right person to do the checking, as technical knowledge of ships' structure and of the strain which structural materials have to put up with at sea are as necessary as sanitary knowledge if a full measure of control is to be achieved.

Neither does it appear that the committee of experts recommended by some reformers would suffice; this would be a bulky arrangement and really unnecessary for checking fixed regulations.

Finally, it is worth suggesting that those interested in the subject should make a point of studying the Norwegian regulations. There is an English translation published, and Norwegian Consuls are very obliging.

COLOMBIAN PORT DUES

Steamship lines to Cartagena and Puerto, Colombia, are obliged to collect from shippers tonnage dues and manifest fees, along with ocean freight, due to their inability to secure corresponding exemptions from payment by the Colombian Customs authorities at destination.

The Colombian Consul in New York advises that only a copy of all bills of lading is required by him at the time the consular invoices are presented for certification. It is therefore suggested that shippers arrange to prepare one additional copy of the bill of lading covering all shipments destined to ports in Colombia.

The "Peveril," a single-screw cargo vessel, built and owned by Messrs. Camell Laird and Company, for the Isle of Man Steam Packet Company, completed satisfactory trials off Mersey, when the contract speed was exceeded by nearly one knot. The vessel was completed in less than four months from the laying of the keel, and considerably ahead of the contract date for delivery.

A PRESENTATIONMERCANTILE MARINE SERVICE
ASSOCIATION**TO RETIRING PRESIDENT**

A very interesting presentation took place at the head offices of the Mercantile Marine Service Association, at Liverpool, when Captain James Fortay, who has just retired from the presidency after three years' very successful service, was presented by his colleagues on the executive council, and also the members of the staff, with a handsome Westminster chiming clock and a cut-glass flower vase for Mrs. Fortay, as souvenirs of his term of office as president from 1926 to 1929.

The president (Captain C. H. Holtum) presided over a full meeting of the council.

Captain Fortay, in making the presentation, said he wished to pay a tribute of esteem and affection to their late president, Captain Fortay. He thought they were all agreed upon the excellent manner in which Captain Fortay had carried out his duties as president during the past three years, and the inspiring way in which he had worked for the good of the association.

The idea had occurred to him that it would be a pleasure for them to show their appreciation in a practical and useful manner, and with that end in view he approached all the members of the council, with the result that he had now the honour of making the presentation to Captain Fortay.

No doubt, when Captain Fortay heard the clock chime it would recall many pleasant memories, and would also tell him how well he had earned the goodwill, esteem, and affection of his colleagues on the council and the staff.

Presented to Captain James Fortay by his colleagues on the executive council and members of the staff, in recognition of his untiring efforts on behalf of the Mercantile Marine Service Association during his term of office as president, 1926-1929.

The President said he would also like to add a word of praise for the kindness and attention Captain Fortay had given to the business of the association and to each member. He wished Captain Fortay the best of good luck in his retirement. (Applause.)

Captain Fortay, in responding, said to serve the association as president was an honour that any shipmaster might well be proud of. (Hear, hear.) He tried to carry out his duties as he conceived them, according to his light. He had had great help, encouragement, and support from the members of the council, the secretary, and the staff, and it was a matter of great congratulation to him that at the end of his period of office he still retained the goodwill of his colleagues. The gift would be a pleasant memento of a very happy period of his life and it would be a pleasure to him to receive it.

The following elections of chairman of committees of the M.M.S.A. have taken place:

Captain C. Jones who has successfully filled the onerous position of chairman of the Liverpool Branch for 10 years during which period the task has increased in many ways, has again been re-elected to that position. Captain R. Chubb was also unanimously re-elected deputy chairman.

At the request of his colleagues Captain J. Fortay has again consented to occupy the office of chairman of the Aged Mariners' and Widows' Infirmary.

Captain P. D. Murray has been unanimously re-elected chairman of the committee in charge of the administration of the benevolent funds. Captain Murray will be remembered as a former marine superintendent of the White Star Line. Captain Charles Jones was re-elected deputy chairman.

The announcement that Captain Richard Chubb, in spite of the heavy burden which the office entails and his but recent recovery from severe illness, was willing to place his valued services at the call of his colleagues as chairman of the Finance Committee was welcomed. Captain Chubb has proved himself to be an indefatigable worker in the various channels of labour which members of the council are called upon to undertake.

The selection of its controller of finances the association has cause for congratulation.

Captain F. K. Kite again fills the office of vice-chairman, a post which he has occupied for several years. He will be best remembered as the late commodore of the Pacific Steam Navigation Company.

SHIPYARD WAGES

ANOTHER CONFERENCE WITH UNIONS

A meeting of the Central Board of the Shipbuilding Employers' Federation was held in private at Carlisle, to enable the executive committee to report fully the proceedings at the recent wages conference, when the shipyard trade unions presented a claim for an advance of 15 per cent.

It was officially stated at the close that the Board had decided to refer the men's application to their constituent local associations. After the views of the district employers have been received, another conference, it is understood, will take place with the unions.

ITALIAN MOTORSHIP

According to a Trieste correspondent the motorship recently ordered by the Cunich-Lloyd Trieste group will be employed on the express service between Trieste and Alexandria. She will be of 12,000 tons gross, and both the hull and the engines will be built at the Stabilimento Tecnico Triestino at Trieste.

According to the annual financial statement of the National Union of Railwaymen, an overdraft, which, following the general strike, amounted to £1,022,642, has been entirely wiped off, and all that remains to be restored is a deficit on the general union's assets. This year has again been a successful one for the N.U.R.

FERRY MOORINGSMARINE INSURANCE APPEAL
IN MERSEY CASE**JUDGES' OPPOSITE VIEWS**

London.—Judgment was delivered by Mr. Justice Wright, in the King's Bench Divisional Court, deciding that the ground moorings at the Eastham ferry stage should be treated as part of the tackle of the barge "Black Diamond" for the purposes of a policy of marine insurance.

The County Court judge at Liverpool had held that the Ocean Accident and Guarantee Corporation, Ltd., were liable to the New Liverpool Eastham Ferry and Hotel Co., Ltd., for £37 for damage to the moorings under a policy of marine insurance.

The Black Diamond was regularly employed in coaling the steamers of the ferry, and she met with an accident, upon which an action was brought against the insurers. They appealed, and in appealing urged that these moorings were not part of the tackle of the ship, and so were not included in the policy of insurance.

Mr. Justice Wright said he thought the moorings were part of the tackle of the ship, and they were as necessary to her as though she carried them for the special work in which she was employed.

Mr. Justice Talbot, the other judge of the Divisional Court, took the opposite view. He said they were equally available for any other barges which might be substituted to do the same work, and were not peculiar to this vessel. He did not see that the ground moorings were essentially different from the stage to which they were attached, and he did not think they could be described as an essential part of the barge's tackle or fittings.

As, however, Mr. Justice Wright and the Liverpool County Court judge were against him, the appeal in that position of two against one would be dismissed.

It was notified that there would be a further appeal.

PATENT FUELSSELLING ORGANISATION
COMBINE

Negotiations have reached an advanced stage for a combination of interests of Welsh patent fuel manufacturers in regard to selling organisation. Already a voluntary agreement has been brought into operation, fixing minimum prices for the sale of Welsh patent fuel on the basis of 20s. per ton for Swansea brands, 21s. for Newport and some Cardiff brands, and 21s. 6d. for Crown fuel. It is, however, authentically reported that in future selling of the whole of the fuel manufactured in South Wales will be centralised through a well-known Cardiff firm already largely interested in this commodity.

There are eight different brands of Welsh fuel marketed by five different companies, namely: Guert Llewellyn and Merrett, Ltd., T. P. Rose, Richards and Co., Ltd., W. H. Benwick and Co., Powell Duffryn Steam Coal Co., Ltd., T. Beynon and Co., Ltd., the various brands of fuel being Arrow, Crown, Graigole, Merthyr, Anchor, Pacific, Phoenix, and Rose and Star. The importance of the fuel trade to the Welsh coal industry will be gathered from the fact that every ton of fuel made absorbs about 16 cwt. of small coal.

WARSHIPS HERE

The following are the warships at present in harbour:—

At the North Basin:—H.M.S. "Tamar," L15 and L19.

At the North Arm:—H.M.S. "Bridgewater."

At the West Wall Dock:—H.M.S. "Castor" and "Seymour."

In Dock:—H.M.S. "Cicala."

Foreign Men-of-War

U.S. Gunboat "Guan."

Japanese Gunboat "Uji."

On the United States liner "Leviathan," which arrived at Southampton recently, was Dr. Lyle Adams, of Seattle, the inventor of a patented pick-up device, which was used in the inauguration of a ship-to-shore mail service as the "Leviathan" approached New York on the return voyage. The mail was picked up 600 miles off New York, thus saving a day in the transportation of letters via the United States Lines.



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JULY

TUES. 16th FRI. 26th
SUN. 21st WED. 31st

S.S. "TAI MING"

[649 tons—Capt. G. J. Spink.]

JULY

SUN. 14th WED. 24th
FRI. 19th MON. 29th

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SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

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S.S. "CITY OF CAMBRIDGE" London, Rotterdam, Amsterdam & Hamburg 12th July.

S.S. "CITY OF ATHENS" London, Rotterdam, Amsterdam & Hamburg 9th August.

NEW YORK, BOSTON, & BALTIMORE AMERICAN & MANCHURIAN LINE

S.S. "CITY OF MANDALAY" via Suez Canal 15th July.

S.S. "CITY OF BEDFORD" via Suez Canal 9th August.

S.S. "CITY OF CANBERRA" via Suez Canal 10th September.

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S.S. "SPRINGBANK" 4th August.

MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE

S.S. "TINHOW" 12th August.

Loading for Mauritius: Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth),

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QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

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DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From	Destination
*ALIPORE	5,273	19th July	Straits, Colombo & Bombay.
*KHIVA	9,135	20th July	M'selles, C'ablanca, L'don & A'werp.
*KHYBER	9,114	3rd Aug.	M'selles, Casablanca, L'don & Hull.
KIDDERPORE	5,334	15th Aug.	Straits, Colombo & Bombay.
TAKLWA	10,980	17th Aug.	Bombay, Marseilles & London.

*Cargo only. †Calls Casa Blanca. ‡Calls Karachi.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TILAWA	10,006	24th July <td>Singapore, Penang & Calcutta.</td>	Singapore, Penang & Calcutta.
SIDHANA	7,745	30th July <td>Singapore, Penang & Calcutta.</td>	Singapore, Penang & Calcutta.
TALAMBA	9,013	3rd Aug. <td>Singapore, Penang & Calcutta.</td>	Singapore, Penang & Calcutta.
TAKLWA	7,930	13th Aug. <td>Singapore, Penang & Calcutta.</td>	Singapore, Penang & Calcutta.
*GURNA	5,248	27th Aug. <td>Singapore, Penang & Calcutta.</td>	Singapore, Penang & Calcutta.
TALMA	10,000	28th Aug. <td>Singapore, Penang & Calcutta.</td>	Singapore, Penang & Calcutta.
TAKADA	6,919	5th Sept. <td>Singapore, Penang & Calcutta.</td>	Singapore, Penang & Calcutta.

*Cargo only.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

ARAFURA	6,000	2nd Aug.	Manila, Sandakan, Thursday Island.
TANDA	6,956	30th Aug.	Townsville, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	4th Oct.	
ARAFURA	6,000	1st Nov.	
TANDA	6,956	29th Nov.	

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hio, Cebu, Kolumbugan, Tawao, Timor, Darwin, or other ports en route as indicated.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
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The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

MALWA	10,980	19th July <td>Shanghai, Moji, Kobe & Yokohama.</td>	Shanghai, Moji, Kobe & Yokohama.
*KIDDERPORE	7,930	23rd July <td>Shanghai, Moji, Kobe & Yokohama.</td>	Shanghai, Moji, Kobe & Yokohama.
TAKLWA	7,930	30th July <td>Shanghai, Moji, Kobe & Yokohama.</td>	Shanghai, Moji, Kobe & Yokohama.
KASHMIR	9,985	2nd Aug. <td>Amoy, Shanghai, Moji, Kobe & Yokohama.</td>	Amoy, Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	3rd Aug. <td>Amoy, Shanghai, Moji, Kobe & Yokohama.</td>	Amoy, Shanghai, Moji, Kobe & Yokohama.
*SHEAFMOUNT	5,248	4th Aug. <td>Amoy, Shanghai, Moji, Kobe & Yokohama.</td>	Amoy, Shanghai, Moji, Kobe & Yokohama.
*GURNA	5,248	16th Aug. <td>Amoy, Shanghai, Moji, Kobe & Yokohama.</td>	Amoy, Shanghai, Moji, Kobe & Yokohama.
*NOWSHERA	5,248	16th Aug. <td>Amoy, Shanghai, Moji, Kobe & Yokohama.</td>	Amoy, Shanghai, Moji, Kobe & Yokohama.
MOREA	10,980	16th Aug. <td>Amoy, Shanghai, Moji, Kobe & Yokohama.</td>	Amoy, Shanghai, Moji, Kobe & Yokohama.
TAKADA	6,919	16th Aug. <td>Amoy, Shanghai, Moji, Kobe & Yokohama.</td>	Amoy, Shanghai, Moji, Kobe & Yokohama.
LARMALA	9,128	30th Aug. <td>Shanghai, Moji, Kobe & Yokohama.</td>	Shanghai, Moji, Kobe & Yokohama.
*NAGAPORE	5,281	1st Sept. <td>Shanghai, Moji, Kobe & Yokohama.</td>	Shanghai, Moji, Kobe & Yokohama.
*MIRZAPUR	6,715	2nd Sept. <td>Shanghai, Moji & Kobe.</td>	Shanghai, Moji & Kobe.

*Cargo only.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carriage steamer.
All cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
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AND

AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO. LTD.)

SAILINGS FROM HONG KONG.

S.S. "CITY OF MANILA" via Suez Canal 16th July.

S.S. "ADRASTUS" via Suez Canal 16th August.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

Subject to change without notice.

For Freight and particulars apply to—

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BILL OF LADING

U.S. EXPORTS TO THE NETHERLANDS

Use of the uniform through export bill of lading by American exporters in shipping merchandise to the Netherlands is working out satisfactorily, and is meeting with the approval of Netherlands importers, steady ship representatives, and bankers, according to a report to the U.S. Department of Commerce from the U.S. Commercial Attaché at The Hague.

In the use of this bill of lading it was declared in the report, no difficulties of any nature have been encountered so far, and while it does not appear that any considerable percentage of shipments has been covered by this method, the opinion has been expressed that the through bill works to the satisfaction of both importers and the steamship companies. In most cases, however, the destination of shipments covered by the through bill of lading is a Netherlands port instead of an interior city.

There are no provisions in Netherlands law regarding through export bills of lading which preclude their use in international traffic or limit their application beyond Dutch ports. It is pointed out, but it is thought that the principal reason why their use is limited to the ports is the fact that Rotterdam and Amsterdam are the important distributing centers, not only for the Netherlands, but also for the hinterland, which extends along the Rhine into central Europe. Shipments to these areas, it is stated, can best be handled on a new bill of lading.

The uniform through export bill of lading is not used in the grain trade, the attaché asserted, due to the fact that a large part of the grain imports arrive in tramp steamers, which makes use of such a bill impracticable, and because grain arriving in Rotterdam is transhipped to interior and Continental points by large lines, which prefer to issue their own ladings. In the cotton trade, however, its use has been found to be satisfactory, but has been limited to the ports.

FREIGHT BALANCE

MERCHANTS ALLEGE SHIP WAS UNSEAWORTHY

London.—The hearing was continued in the King's Bench Division, before Judge Finlay, of the claim begun at Liverpool Assizes, in which the Commercial Shipping Company, of New York, sued Hutton and Cookson, Liverpool merchants, for the balance of freight respecting a cargo of palm oil and palm kernels shipped by defendant from the Belgian Congo to Rotterdam, 1919, in the plaintiff's sailing vessel "Rostellan."

The defendants denied liability, and counter-claimed for loss of cargo when the vessel was abandoned in February, 1920, owing to alleged unseaworthiness.

Plaintiffs contended that if there were unseaworthiness, which they denied, they were exonerated by the bill of lading term, as they had taken all reasonable means at the beginning of the voyage to provide against unseaworthiness.

For defence, Mr. Singleton, K.C., submitted that abandonment of the vessel was due to the ravages of the tropical worm, which got into the cargo, and was accepted, the trouble beginning with the loss of the rudder. The ship's captain, in a letter to the owners, referred to a dreaded teredo worm, and counsel submitted a prudent shipowner, receiving such a report would have had ship examined for possible worm damage before accepting cargo.

Plaintiffs denied having received a letter.

Henry Ashburn Road, chartered oil engineer, witness for defence, said the maximum life of the teredo worm was two years. Three months after entering timor it did a great damage. It grew in great proportions, but left only a hole of the size of a pin. The worm usually entered the timber at the water line, and in a pile would bore its way down to the ground.

The hearing was adjourned.

CANADA-W. INDIES

GOOD PROSPECTS OF INCREASED TRADE

Some of the difficulties facing the Canadian National Steamship service were outlined by Sir Henry Thornton, president of the Canadian National Railways, to the committee on railways and shipping of the House of Commons, at a recent meeting. He believed that the prospects for increased trade with the West Indies were good, but that it must be encouraged.

The whole project, however, must be regarded as an adventure which requires co-operation between the transportation and producing agencies in order to develop a large proportion of West Indian products was going to the United States, and purchases were being made in the United States for the West Indies. The object of the Canadian National Steamships, he said, would be to divert both in favour of Canada.

Asked if the Canadian National Steamships were in the trans-Atlantic service, Sir Henry replied in the negative. He added that the company worked in a co-operative way with that group. "You have to work with your competitors," Sir Henry said. "When asked why the company permitted 'collect freightage' on non-perishable goods across the Atlantic, and did not permit this to operate to the West Indies, Sir Henry replied that if the adoption of this in the West Indies service could be shown to promote more trade, without endangering revenues, the company would do so.

As far as the coast service was concerned, Sir Henry said that the service from British Columbia to South America was eminently satisfactory. Good cargoes were being received on both sides, and the company was anxious to the British Columbia trade, and also to the South American trade.

"We have discovered one route where our ships are not needed, the Cardiff route, on which we have been losing \$14,000 a year. We are abandoning it, and it is being taken over by the Dominion Line," Sir Henry said.

"We are trying to re-locate our routes to where they will be profitable to the company and will be of advantage to Canada."

PASSENGER LISTS.

DEPARTURES

Per s.s. "Shinyo Maru" for San Francisco and Los Angeles, July 10:—

Mrs. F. H. Baras and son, Miss A. d'Almada e Castro, Miss Hilda M. Gaani, K. Onoye, K. Sakazaki, Miss S. Hare, V. Tucker, Miss M. Chaillet, Mrs. L. R. Fradour, T. Matsudaira, Mr. and Mrs. H. W. Hewitt, I. Kobayashi, T. R. Rhea, W. C. Quandt, Mr. and Mrs. H. Honda and son, Mr. and Mrs. M. Shima and infant, Mrs. K. Takemasa, Mrs. S. Tase, Mrs. Y. Tase, Mr. and Mrs. S. Uno, Mr. T. Hosoi, and daughter, A. F. Sommerfield, J. Miki, J. Harada and son, S. Tamura, J. Choji, Mr. and Mrs. S. Ohba, K. Ishikuro, I. Kishimoto, Mr. and Mrs. S. Fukano, H. Yoneta, Mrs. L. A. Street, Miss L. M. Street, Mrs. E. A. Street, R. A. Cox, Dr. and Mrs. E. E. Tottingham, Miss M. McCabe, Dr. Bernarde de Sousa, S. Komor, Miss B. Holliday, Miss V. Gerber, Miss H. Gesellchen, Mr. John F. Miller, Rev. A. Gutkrie, Gamble, Mr. and Mrs. E. E. Carman and son, Mr. and Mrs. J. L. Entwistle.

Per s.s. "Sarpodon" for United Kingdom via Singapore, July 10:—

Mr. B. J. Purves, Mr. and Mrs. V. P. Waters, R. G. Edkins, Miss E. J. Freeman, Mrs. D. Lumley, Col. Comyn, C. F. Anderson, Fortin, Sir Manekji H. Bharcha, Bart., Pearson, Mr. and Mrs. H. S. Lee, J. R. Mitchell, Mrs. F. C. Mitchell, Miss E. E. Mitchell, J. G. Mitchell, Miss E. E. Russell, E. W. V. Reeuwijk, Miss F. M. Bourne, Mrs. E. C. Chandler and two sons, Miss F. I. Harris, Mrs. A. Hunter, Miss Joan M. Hunter, L. D. Lemaire, Mr. and Mrs. C. L. Martin, F. Powell, V. O. Riley, Max Samuel, C. Suama.

Per "Empress of Asia" for Shanghai, Japan, & Canada, July 10:—

Almanen, Arthur Mas, Major and Mrs. H. Armytage, Rev. and Mrs. H. O. T. Burkwall, Miss E. Burkwall, Miss K. L. Bond, Miss M. C. Bonnar, James Braga, Mr. and Mrs. E. P. Barrett, K. L. Bond, P. H. Watson, G. G. Bradford, A. G. Bobbannon, Miss A. Bertman, Mr. and Mrs. E. Bertman, E. Corominas, A. Catayal, D. A. R. Cripps, Sister Casimiro, Mrs. E. Coghill, Mr. M. Chaki, E. M. O'Connor, Mrs. C. A. Cooke, Mrs. F. H. de Carvalho, Miss C. Douglas, Major, and Mrs. G. F. Charles, Rev. F. C. Dietz, D. Eskes, A. J. Edgar, P. C. F. Fildes, G. A. L. Fison, Lt. T. L. Fisson, G. G. Gabelman, J. R. Greenan, Gragasin, M. E. Green, W. Gray, K. W. Garraway, G. E. Gibson, R. A. Green, Mrs. M. E. Green, E. Henson, B. M. Hamilton, W. H. Haggie, Miss L. Heck, M. Hofest, T. Hara, Mr. and Mrs. T. Hewitt and son, Mr. and Mrs. A. M. V. Henthote, Capt. A. V. Harcourt, J. C. F. Hyndman, H. G. Iverson, Mr. A. T. Jimenez, Mrs. S. Kanage and children, Mr. and Mrs. R. C. Lewis, F. A. Leckney, A. N. Kucey, Rev. V. M. F. Mackenzie, Miss S. S. Mackenzie, M. Marks, de Man, Miss N. S. North, K. Negami, Sister Paula, Rev. A. J. Pashang, Miss M. Phellis, P. Payus, C. E. Richardson, Miss G. W. Raetz, Mrs. E. W. Raetz, Mrs. E. Raw, J. Rieckan, A. M. Simpson, K. Sadevoka, Miss Setoo, and infant, Mrs. H. G. Sheldon and son, Lt. Conn. E. M. C. Abel-Smith, Mrs. A. Tolhurst, R. S. Thorley, Mr. and Mrs. J. Tully, Miss H. Tomulevich, P. A. Vezina, Wm. F. Voss, F. L. Warren, Alf Welhaven, Rt. Rev. J. E. Walsh, Miss P. Weeks, D. B. Wiltshire, Mrs. F. L. Warren.

HONG KONG TIDE.

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components for the better prediction of tides, from the result of the analysis of the tidal observations, taken at the Kowloon station, under the direction of Dr. Doherty during the years 1887, 1888 and 1889. The times and heights are given for Kowloon; they may be used for the Victoria Naval Yard and Aberdeen, the difference being very small. The times of high and low water must not be considered to coincide with the times of slack-water and change of current, the two phenomena being quite distinct.

July 5 to 11, 1929.

DATE	HIGH WATER		LOWER WATER	
	Standard Time	Ht.	Standard Time	Ht.
July				
Fri.	5 m 7 19 7.3	0.60	5.9	0.1
Sat.	5 m 8 44 4.0	0.58	5.1	0.0
Sun.	5 m 9 45 4.0	0.54	4.1	0.1
Mon.	5 m 10 46 4.0	0.50	3.1	0.2
Tues.	5 m 11 47 4.0	0.46	2.1	0.3
Wed.	5 m 12 48 4.0	0.42	1.1	0.4
Thurs.	5 m 13 49 4.0	0.38	0.1	0.5
Fri.	5 m 14 50 4.0	0.34	0.1	0.6

ARRIVALS

Per R.M.S. "Empress of Asia" from Manila, July 10:—

W. W. Gibson, W. S. Hooper, L. R. Jacob, D. McIntosh, Mrs. L. A. Street and daughter, Mr. and Mrs. E. C. De Villaverde, Mrs. Sofia Bravio, Miss Magdalena, Chio Gregorio Salvador, Miss B. M. Gledhill, Miss V. Gerber, Miss T. Gledhill, Miss M. Phillips, Miss A. Jansen, Miss F. B. Mullis, Miss H. Bowers, M. Molina, J. Silvestre, E. Sabino, A. M. Solis, R. A. Walker.

Passengers arrived at Hong Kong per s.s. "Tapping" from Australian ports and Manila, July 9:—

C. Allan, Miss A. W. Allan, Mr. and Mrs. J. R. Mitchell, Miss E. M. Russell, A. G. Bohannon, Miss E. M. C. Ballentyne, Miss F. E. Ham, Miss T. Stodart, Capt. A. V. Harcourt, Miss M. Stott, Marquis Matron, Mr. and Mrs. E. P. Barrett, A. Tolhurst, R. W. Garraway, E. Doherty, J. C. F. Fildes, G. A. L. Fison, Mrs. C. A. Cooke, Mr. and Mrs. S. Mackenzie, Miss J. Mackenzie, Miss M. Mackenzie, F. S. Gledhill, R. A. Cox, Mr. and Mrs. E. Burkman, A. G. Bobbannon, W. Gray, Mrs. Richardson, Mr. S. Thorley and child, H. S. Thorley, Miss R. Bellotti.

MOVEMENTS OF STEAMERS

The Dollar Round-the-World liner "President Johnson" is scheduled to sail from Shanghai to-day and is due at this port on Saturday, July 13 at 7 a.m. The steamer will continue her journey to New York via Manila, Straits, etc. on Sunday, July 14 at 8 a.m.

The Dollar liner "President Taft" is due to sail from Manila on Friday, July 12 at 4 p.m., and will arrive at this port on Sunday, July 14 at 7 a.m. She will sail for San Francisco and Los Angeles via Shanghai and Japan.

The American Mail Liner "President McKinley" is scheduled to sail from Hong Kong to-day and is expected to arrive at Shanghai on July 12, sailing the following day for Hong Kong and arriving here on July 13. This steamer will sail at 6 p.m. on Tuesday, July 16 for Seattle.

The American Mail Liner "President Jefferson" from Seattle, June 29, is scheduled to arrive at this port on July 19.

DOCKERS' STRIKE

SEQUEL TO BITTER UNION SQUABBLE

London, July 3. The Transport and General Workers' Union was calling strikes in different British ports and in London yesterday. The Union demands the revocation of the agreement between the Shipping Federation and the National Union of Seamen which makes membership of that Union a condition of employment of seamen or firemen on vessels of the federated companies.

Dock employers take a serious view of the situation regarding the stoppage as a breach of the agreement of 1926. The Transport and General Workers' Union action is aimed at killing the National Union of Seamen, to which it is bitterly opposed. The cross-Channel services will be affected, although there is no stoppage as yet.—"Singapore Free Press."

CONSIGNEES.

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No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 14th inst. will be subject to rent. All claims against the vessel must be presented to the undersigned on or before the 23rd inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst. at 10 a.m., by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by

DODWELL & CO., LTD.

Hong Kong, 8th July, 1929.

HONG KONG TIDE.

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components for the better prediction of tides, from the result of the analysis of the tidal observations, taken at the Kowloon station, under the direction of Dr. Doherty during the years 1887, 1888 and 1889. The times and heights are given for Kowloon; they may be used for the Victoria Naval Yard and Aberdeen, the difference being very small. The times of high and low water must not be considered to coincide with the times of slack-water and change of current, the two phenomena being quite distinct.

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Fri.	5 m 14 50 4.0	0.34	0.1	0.6

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Pres. Taft July 16 2 a.m. Pres. McKinley Tues. July 23

Pres. Jefferson July 20 6 p.m. Pres. Grant Tues. Aug. 6

Pres. Lincoln Tues. Aug. 13 Pres. Cleveland Tues. Aug. 20

Pres. Madison Tues. Aug. 27 Pres. Pierce Tues. Sept. 3

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a.m. a.m.

Pres. Johnson Sun. July 14, 8 Pres. V. Buren Sun. Aug. 25, 8

Pres. Monroe Sun. July 28, 8 Pres. Garfield Sun. Sept. 8, 8

Pres. Wilson Sun. Aug. 11, 8 Pres. Polk Sun. Sept. 22, 8

TO MANILA

Pres. McKinley July 16 6 p.m. Pres. Lincoln Aug. 3 6 p.m.

Pres. Jefferson July 20 6 p.m. Pres. Cleveland Aug. 13 6 p.m.

Pres. Grant July 30 6 p.m. Pres. Madison Aug. 17 6 p.m.

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Hong Kong, Thursday, July 11, 1929.

AN UNFAIR ACCUSATION

After a discussion of three hours the Chinese meeting yesterday afternoon resolved to urge the Government to proceed with a scheme to provide a twelve hours' supply to street fountains. This resolution will be submitted to the Government through the usual channels and will doubtless receive that careful and sympathetic consideration that has characterised all suggestions hitherto submitted during the water crisis.

In the course of the meeting we learn from one of the Chinese newspapers that Mr. Ho Lu referred to a leading article in the "China Mail" on Tuesday, remarking that it could do no good and could only succeed in creating bad feeling between the Chinese and British communities. Mr. Ho Lu's outburst is far from justified. His accusation is untrue, uncalculated for, and unfair. Not only so, but the observations in our leading article were endorsed in their entirety by speakers other than Mr. Ho Lu at yesterday's meeting. Thus the Hon. Dr. Kotewall made an admirable paraphrase of what we wrote on Tuesday when he said:

I ask you to approach this subject calmly and dispassionately, and I hope you will not be carried away by feelings engendered by the suffering that you yourselves may personally undergo or may have seen others undergoing. A hasty word uttered to gain the plaudits of the crowd may do harm to the community as a whole. Do what your conscience tells you to do and speak according to the dictates of your minds. We Chinese are a patient people and this is a time when that quality is to be severely put to the test and I feel sure we will come out creditably.

Again, the Hon. Mr. Creasy, Director of Public Works, in the course of his address to the meeting, said:—

We are met here to assist in the task of overcoming this difficulty, reducing hardship as far as possible, and equalising the burden which has to be borne by all.

With this object in view restrictions have had to be gradually introduced, and the supply of water augmented from outside sources. This is now being done and if the drought continues still further restrictions must be introduced and still larger supplies of water will have to be obtained from elsewhere. Every attempt should be made to economise water, and it is hoped that the community as a whole will render every possible assistance to the Government in their efforts to provide a supply to meet minimum requirements. This cannot be done without the help of the public.

That there was need—very great need indeed—for our article of Tuesday was emphasised at yesterday's meeting to a far greater extent than what we ourselves imagined at the time.

In connection with the help of the community the Director of Public Works reported to the meeting yesterday that 60 taps had been stolen from street fountains, which, he significantly added, makes the task before us more difficult. And, he added: "We can only rely on the assistance of the Kai Fong of the various districts to prevent a repetition of such action. That is a very grave complaint not of the lack of co-operation, but of wilful obstruction and wilful waste. The keys of the steel tank at the Douglas Wharf on Tuesday afternoon were found to be lacking. At another, tank someone had deliberately unscrewed the cast-iron plug and allowed 200 tons of water to run into the sea. In his letter to the Captain Superintendent of Police, voicing his complaint in this connection, the Captain of the s.s. "Fai Beu" complains bitterly of the lack of co-operation on the part of the Chinese and Indian constables on duty at the tanks.

In view of the foregoing outrages—for they can be described by no other term—is it any wonder that we were constrained to conclude our leading article on Tuesday by saying:—

In view of all that is being said and whispered the Chinese leaders have a tremendous responsibility during the present crisis. They have a distinct duty to perform to their own community. They have no less a duty to perform toward the Government and to the non-Chinese community. They have not failed in past crises, and the whole Colony looks to them at the mass meeting of the Chinese to-morrow to acquit themselves as loyally and as ably as they have in the past.

There is absolutely nothing in that paragraph, nor in any of the paragraphs that preceded it, to

call for an "explanation" on our part at the request of Mr. Ho Lu or any of the other Chinese leaders in whom we, no less than the authorities, implicitly pinned our faith in assisting to steer the whole community, Chinese and non-Chinese, through the present crisis! There is not a single sentence, there is not a single word, in our leading article of Tuesday that could be construed, by any fair-minded person as calculated to create bad feeling between the Chinese and the British community. As we said before, we say again—the common desire of the entire community is to bring in sufficient water from outside in the speediest time possible at the lowest cost possible with the object of relieving the present hardships of all.

WATER SUPPLY HOURS
Victoria and high level districts:—
6 a.m. to 8 a.m.
6 p.m. to 8 p.m.
Severn Road (Eastern Section only), Barker Road, Magazine Gap and Wanchai Districts:—
6 to 8 a.m. and 4 to 5 p.m.
Remainder of the Peak:—
6 to 9 a.m.

Yesterday three cases of enteric fever and one case of cerebrospinal fever were notified, all being Chinese.

Mr. L. M. Whyte, of Messrs. Donnelly and Whyte, who was operated upon for appendicitis at the French Hospital, is reported to be doing as well as can be expected.

As the result of a flower pot accidentally falling from the third floor verandah of No. 42, Queen's-road West, a Chinese who was walking past the house was so severely injured that he had to be removed to the Tung Wah Hospital.

According to a report made to the Police yesterday, a shroff employed by a Chinese firm at No. 64, Queen's-road Central is alleged to have absconded with \$250 which he had collected from various debtors of the firm.

Mrs. P. Larcombe yesterday reported to the Police the theft of a pearl bracelet from the entrance of her house, No. 24, Carnarvon-road, Kowloon. Later a marine hawk was arrested in connection with the loss.

A Chinese married woman named Yam Wai-hing (40), living at Tai Po New Market, died in the Kwong Wah Hospital suffering from severe injuries to her head caused through either jumping or falling from the roof of the house. Her husband suspects that she had committed suicide whilst under the influence of liquor as otherwise he can give no reason for her wanting to take her own life.

Captain A. N. Dowding, R.N., left England on June 27 by the P. & O. s.s. "Kashmir" for Hong Kong to take over command of one of the five new cruisers on the China Station, H.M.S. "Cornwall." He was promoted to his present rank on June 30, 1926. Coming out by the same ship is Captain E. C. Hoar, Royal Marines, who is to join H.M.S. "Berwick," another of the cruisers.

That insufficient accommodation was provided for the vegetable dealers in Waterloo-road, Yaumatei, was emphasised by Mr. F. H. Loseby at the Kowloon Police Court, where he appeared in defence of four hawkers who were summoned for causing obstructions on the roadway. Mr. T. S. Whyte-Smith, adjourned the case for a week for the matter to be discussed with the Police. He said that it was evident the accused had carried on business there for a long time, and he did not wish to hamper them if it could be avoided.

TO-MORROW'S INVESTITURE

The many friends of Mr. Cheng Cheuk-hin, I.S.O., of the Water Office, Public Works Department, who was appointed Companion of the Imperial Service Order in His Majesty's Birthday Honours list, will regret to learn of his illness which will prevent his attending the investiture to be held by His Excellency the Governor in the Great Hall of the Hong Kong University to-morrow afternoon.

It is understood that after the investiture to-morrow, His Excellency will address the audience with regard to Mr. Cheng Cheuk-hin's absence.

CORRESPONDENCE

TYPHOID MENACE

[To the Editor of the "China Mail."] Sir,—Among various typhoid precautions suggested by Dr. Fawcett, the Medical Officer of Health, he advocates inoculation with T.A.B. In connection therewith your correspondent C.M. queried if the Government, who are directly responsible for the present deplorable state of affairs, would be prepared to inoculate the public generally free of charge against a possible epidemic.

Now, in your paper yesterday, M.C.N. writes that if the community be vaccinated, a typhoid epidemic may be held in check . . . and he goes on to say that according to records this is just as effective as inoculation.

If this is really so, perhaps Dr. Fawcett who first raised the question of inoculation, would be kind enough to express his further opinion and advice for the benefit of the public, and particularly those who are not in a position to afford the cost of inoculation, as commented upon by C.M.

Yours, etc.,

INTERESTED.

Hong Kong, July 11, 1929.

WHICH IS WHICH

[To the Editor of the "China Mail."] Sir,—For the information of correspondents and others interested in the subject, I beg to give you the following from the "American Illustrated Medical Dictionary":—

Inoculation: the insertion of a virus into a wound or abrasion in the skin in order to communicate a disease.

Protective inoculation: injection of anti-serum to protect against a disease; vaccination against a disease.

Vaccination: protective inoculation against small-pox by inoculation with vaccinal virus.

Yours, etc.,

H.W.

Hong Kong, July 11, 1929.

RUMANIA CRISIS

DESCRIBED AS WORK OF A "HOTHEAD"

28 ARRESTS

Bucharest, July 10.
Official circles here declare that the abortive military conspiracy has been exaggerated.

It is entirely attributed to ex-Colonel Stoica, described as a hot-head who, two months ago, started a sort of Fascist organisation, supported by his son—who is an engineer in the Air Force—four junior officers, and a few civilians. The authorities were fully aware of the proceedings, and when meetings of Fascists were recently called with arms, action was taken, and 28 of them arrested.—Reuter.

UNLUCKY GOTO

BACKED BY JAPANESE NEWSPAPERS

EARLY DISASTER

Salt Lake City, July 10.
The report is confirmed that Mr. Masahashi Goto, the Japanese pilot who left Los Angeles, on July 3 on a projected world flight was found dead beside his wrecked plane at Provo Canyon, Utah.

Goto was backed by Japanese newspapers on the Pacific coast. He had his plane built, and planned to ship it from New York to London, thence to fly to Japan.

He had just started from Los Angeles when disaster overtook him. The machine apparently nose-dived.—Reuter's American Service.

INSP. L. P. LANE

SERIOUSLY ILL AT G.H.

The many friends of Detective Inspector Leonard Patrick Lane, of the Hong Kong Police, attached to the Criminal Investigation Department at Police Headquarters, and in charge of the "Murder Squad," will regret to learn of his serious illness.

He is now a patient at the Government Civil Hospital suffering from a growth in the head.

Inspector Lane had had trouble with his ears for over a month, but on account of pressure of work he had been continuously putting off medical help until about a week ago when he was so troubled that he had to go to hospital.

Knocked down last night by a taxi in Queen's-road, at the foot of Ladder-street, a Chinese girl was removed to the Government Civil Hospital suffering from an injured thigh.

Eighty farmers from all parts of Great Britain left for Canada from Liverpool by the Canadian Pacific liner "Montrose" under the assisted passage scheme.

PRAPS—

PRAPS NOT!

"Tis a hard world," said Pat, as he finished work for the day, and put his tools away.

"Sure, I think that every time I put me pick into it," rejoined Mike.

Miss Vane: "I know he was talking to you about me. Now wasn't he?"

Miss Spite: "Well, yes."

Miss Vane: "I thought I heard him remark that I had a thick head of hair."

Miss Spite: "Partly correct. He didn't mention your hair, however."

She stepped into a men's furnishing store, Christmas shopping at the last minute.

"I want to buy some collars for my husband," she said.

"Yes, madam," said the assistant, "what size does your husband wear?"

"Well, I don't know the size," she answered; then explained, "but I can just reach around his neck with both hands."

It had been pouring all day, and the man sitting alone in a corner of the club smoking-room looked miserable. Another member went up to him.

"Hullo, old man," he said, "sorry to see you so fed up. Why don't you go and drown your sorrow?"

"My dear chap," answered the other, wearily, "she's inches taller than I am."

A distinguished visitor was to spend a night in a certain small town, and the proprietor of the tiny local hotel was notified to be ready.

The hotelkeeper was flattered, and at once set to work to have a bathroom added. His small son of ten years, however, thought this a piece of reckless extravagance.

"Just think!" he said, "Fancy building a bathroom for one night. And then after all it might not be his bath night!"

She was visiting a Zoo and gathering as much information about the animals as possible in one short afternoon.

Eventually she came to the bears. "Are these animals carnivorous?" she asked the keeper.

He scratched his head, and then smiled brightly.

"They was, ma'am," he answered "But they're all right since we washed 'em in carbolic."

"Now, kiddies," said the children's hour announcer as he prepared to sign off, "that is the end of the story of the big brown bear that ate up poor little Pansy's mother and father and chased her through the woods for hours. To-morrow at this time I will tell you about Bob and Betty and the exciting time they had out West when the Indians attacked their settlement. Off to bed, all of you, and may you have sweet rest and pleasant dreams."

The newly-married couple sat at the tea table in the middle of which was the wife's first cake. "Now, Tom," said she, "You must try my cake—it's a new idea I got from a newspaper, and I think it's a great success!"

Tom helped himself to a slice, and sampled the same. Silently he chewed and chewed—it was heavy and solid as clay, with dark lumps. "Lovely, isn't it?" said she, beaming.

"Er—yes, dear!" he replied. "What—er—do you call this sort of cake?"

"It's a date cake!" said his wife, triumphantly.

"Well, dear," said he, "don't you think the date goes back a bit too far?"

The engaged couple were discussing their honeymoon trip, when the young man suggested a ten-day jaunt to Melbourne by the Sea.

"But, dearest," said the girl, "you know how afraid I am of sea sickness."

"Love is a preventive of sea-sickness," he assured her.

"Yes, yes, of course," the dear thing agreed—then added: "But how about the voyage back?"

The two enthusiastic footballers were discussing their Saturday's games. "How did your match go off with the Muddown Howlers?" asked Dick.

"Oh, we had a new centre-forward—and he made a proper mess of things!" replied Tom.

"But," said Dick, surprised, "I know that chap—a fine player, never known to foul!"

"Oh, he may be," said Tom. "But he's got into hot water for handling."

"But he never touched the ball, he tells me!"

"Oh, it wasn't the ball he handled—it was the referee!" came the reply.

ACTION BY CHINESE

RUSSIAN OFFICES IN HARBIN
CLOSED

ARRESTS & DEPORTATIONS.

Harbin, To-day.
The offices of the Soviet Mercantile Fleet, the Far Eastern Star Trading Organisation and the Naphtha Syndicate were closed at noon yesterday by the local Chinese authorities.

Twenty important Soviet officials of the Chinese Eastern Railway were arrested and were to have been deported in the evening to Russia, together with a further 40 Soviet employees of the Railway and trade union officials.—Reuter.

The Antecedents

Peking, Yesterday.
It is reliably reported from Harbin that Lu Yung-huan, the Director-General of the Chinese Eastern Railway, has forwarded a note to the Soviet Directors of the railway on behalf of the Chinese Directors, announcing four demands:—

(1) Abolition of the Soviet Union to which Chinese Eastern Railway employees belong;
(2) Cessation of propaganda by the Soviet railway authorities;
(3) Redemption in current silver coinage before 1913 of the Russian paper money paid to the Chinese authorities in 1918;
(4) The transfer of diplomatic powers from the Director of the Control Department of the Railway Board to the Directors.

It is understood the note is dated July 6 and a reply is requested by July 20.—Reuter.

Threat to Deport

Harbin, Yesterday.
The Chinese authorities this morning took over control of the Chinese Eastern telegraph system, arresting twelve Russian employees, whom they are threatening to deport to Siberia as Communists.

The general trade union and railway Soviet trade union in Harbin have been closed by the police.—Reuter.

Japanese Problems

Shanghai, To-day.
It is reported that Dr. C. T. Wang's special mission to Peking is to negotiate with General Chang Hsueh-liang, head of the Manchurian Government, over the impending diplomatic problems of Manchuria, especially those in relation to Japan. Considerable attention is said to have been given by Japanese diplomatic circles in regard to Chang Hsueh-liang's action at Peking.

"Secret Agreements"

Chang Hsueh-liang has brought with him to Peking a large quantity of documents and secret agreements concerning the diplomatic history of Manchuria in the last thirty years. It is his intention to hand these documents over to Dr. Wang for custody, at Nanking. This seems to be his motive in placing the responsibility of the so-called Manchurian and Mongolian problem with Japan under the control of the National Government.—Nan Chung Kuo News Service.

Partly Explained

Peking, To-day.
Chang Hsueh-liang's hurried departure appears to be explained by news reaching here from Harbin this morning.

It is reported that at the orders of the Manchurian Communications Committee, the Chinese have taken over the Central Telegraph and the Chinese Eastern Telegraphs and Telephones; and have closed the Soviet Railway Committee, Soviet Trade Commission, Soviet Trade Unions, Soviet Naphtha Syndicate, in addition to many prominent Russian railway officials being arrested.—Reuter.

[See also under "Sudden Departure from Peking".]

MUI TSAI

FURTHER REPORT FROM HIS
EXCELLENCY

STATEMENT IN COMMONS

London, Yesterday.
In the House of Commons, during questions, Mr. W. Lunn (of the Overseas Department) said that a further report from the Governor of Hong Kong, on the question of the abolition of the mul tsai, had been received and was now being considered.—Reuter.

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SINGAPORE BASE

NEW FIRST LORD MAKES A
STATEMENT

WORK PROGRESSING

London, Yesterday.
In the House of Commons, in reply to questions, Mr. Alexander, "First Lord," said that under arrangements made the late Government had approved that the work at the Singapore Base should be completed in 1937.

The expenditure to date had been £356,312 and it was estimated that the amount for the completion of the work would be £6,900,466.

These figures did not include expenditure on the floating dock, amounting to £971,492, nearly all of which had been paid.

Replying to a supplementary question Mr. Alexander said that considerable sums had been received from the Dominions and also from the Federated Malay States.—Reuter.

"DRY" EMBASSY

SIR E. HOWARD'S ACTION
"PURELY PERSONAL"

STATEMENT IN COMMONS

London, Yesterday.
In the House of Commons, questioned regarding Sir Esme Howard's making of the Washington Embassy "dry," Mr. A. Henderson (Secretary of State for Foreign Affairs) pointed out that Sir E. Howard's decision was purely personal and would not affect the right of his successor.—Reuter.

PARLIAMENT

GOVERNMENT SUPPORTERS
ELATED

"LARGE MAJORITIES"

London, Yesterday.
The Commons are agreed that the reply to the Address on the King's speech debate has not produced any development which in any way weakens the Parliament position of the Government whose supporters are elated by the large majorities with which they have been favoured in the opening stages of the Parliamentary battle.—Reuter.

EX-CAPT.-GENERAL

SENTENCED FOR NEGLECT
OF DUTY

ONE YEAR'S DETENTION

Madrid, Yesterday.
General Castro Girona, an ex-Captain General at Valencia, has been sentenced to a year's detention in a military prison for culpable negligence in carrying out his duties during the revolt at Valencia last January.—Reuter.

DRUG HAUL

WOMEN'S HUSBAND
SUSPENDED

Washington, Yesterday.
The Chinese Minister has suspended Ying Kao, the consular official at San Francisco in whose wife's luggage a large quantity of opium was found.

The Executive Committee of the Kuomintang in America has adopted a resolution requesting that the woman be sent back to China for trial.—Reuter.

LIEUT.-COL. COMYN

Lieut.-Col. L. J. Comyn, of the King's Own Scottish Borderers, left the Colony yesterday for Home by the "Sarpedon".

Engagements made by a "China Mail" representative at Headquarters Command this morning, revealed the fact that nothing definitely could be said regarding Col. Comyn's movements. It was generally understood that he had gone Home for a holiday.

The 2nd Batta. King's Own Scottish Borderers, of course, are due to leave here for India in February next year.

NO ORDINARY TOUT

When a Chinese youth was this morning charged before Mr. E. W. Hamilton, at the Central Magistracy, with toutting for fare for a motor car in Hill-road, West Point, he said with some dignity that he was not an ordinary tout, but the agent of the car, the owner of which was his relative!

Mr. Hamilton: I mean no disrespect for an agent like you, but you must receive 12 strokes of the cane.

In memory of their daughter, Mr. and Mrs. G. Gillingham have given £1,000 towards a children's ward for Weybridge Hospital.

By an explosion in a manhole in Wood-street, Cheapside, the electric supply of several buildings was cut off.

ROUND THE CINEMAS

THRILLING ROMANCE OF
ALGIERS

"THE FOREIGN LEGION"

Thrilling adventure, exotic romance, picturesque scenes and characters, and a stirring story of love and revolt are all to be found in Universal's big production, "The Foreign Legion," which comes to the Queen's Theatre to-day.

Norman Kerry and Lewis Stone, two of the best known actors on the screen, undoubtedly do the finest work of their long and successful careers in the starring roles. Kerry and Richard, the unfortunate victim of circumstances, and Stone as his unknown father, Colonel Destin, have opportunities for acting, that rarely come in other pictures.

Needless to say, both of these skillful players make the most of them. The supporting cast is also good. Mary Nolan as the unprincipled blonde and June Marlowe as the girl-sweetheart appear to great advantage. Miss Nolan, a former Follies beauty, received her screen training in Germany, which partially explains her success in her exotic role. Craufurd Kent and Walter Perry also do good work.

Thousands of persons have read "The Red Mirage," by Miss I. A. R. Wylie, from which "The Foreign Legion" was adapted. The full flavour of the book has been retained in the film version.

Edward Sloman's skilful direction is responsible for a good part of the entertainment value of the production.

FOOLISH TRUST

OBLIGING A FRIEND ENDS IN
BANKRUPTCY

M. E. Pereira, a South Indian, living at the Railway quarters in Somerset-road, Singapore, during his public examination before Mr. Justice Deane in the Bankruptcy Court there, said he supported his mother, a sister and two brothers in India out of a salary of £70 and allowances. He sent them £20 a month.

He worked as a traffic clerk, and the cause of his bankruptcy was a debt which he incurred through standing surety for a friend named Rajoo. He signed for \$310.

Rajoo paid while he was in Singapore but discontinued the instalments after his transfer to Pahang.

His Lordship: That was very silly of you when you are drawing a small salary to stand surety for \$300.

Examinee said they worked in the same office, and he did it to oblige his friend who was a Ceylon Tamil. Examinee got nothing for putting his name to the note, but his friends were helping him in the matter, and as a result he would be in a position to offer half the amount due.

The Assistant Official Assignee (Mr. T. B. Cocker): Yes, but in the meantime how much can you pay?

Examinee offered \$10. His Lordship: In the meantime what is this other man doing? Why do not you make him pay?

Examinee: The petitioning creditor has reported to the General Manager F.M.S. Railways, and they are trying to make Rajoo pay.

Mr. Cocker said he was content to accept \$10. It was not a bad bankruptcy, and he had no doubt the bankrupt would soon be able to obtain his discharge, through the assistance of his friends.

A monthly payment of \$10 was ordered.

MARY'S LITTLE LAMB

THE ORIGINAL MARY'S 88TH
BIRTHDAY

Mrs. Mary Hughes, born at Tyissa Farm, Llangollen, in 1841, who claims to be the original Mary of nursery rhyme fame, celebrated her eighty-eighth birthday in mail week. She received greetings wishing her "Many happy returns of the day" from children and adults in various parts of Great Britain, from Ireland, Canada, the United States, Australia, and Africa.

Mrs. Hughes is a confirmed invalid because of rheumatism, and is nearly blind, but is remarkably cheerful and interested in everything. With great vivacity she relates stories of her escapades with the lamb at school—stories which are corroborated by contemporary playmates.

"Struwwel Peter" (Shock-headed Peter), beloved of children all over the world, has now had a memorial erected in his honour. This takes the form of a fountain, and has been set up at Frankfurt, where the book was written.

Leslie Austin (23), draughtsman to a firm of Wolverhampton engineers, collapsed, and died at Grimsby Electricity Works.

SHADOWS BEFORE.

COMING EVENTS ANNOUNCED
IN THE "MAIL"

Social Functions
Hong Kong Hotel and Peninsular Hotel Dinner Dance, 8.30 p.m.; Repulse Bay Hotel Dinner Dance.

Entertainments
July 12—Cabaret Entertainment, Hong Kong Hotel Roof Garden.

July 13—Cabaret Entertainment, Repulse Bay Hotel.

July 15—Cabaret Entertainment, Hong Kong Hotel Roof Garden.

To-day—Queen's Theatre; "The Foreign Legion."

To-day—World Theatre; "Ramona."

To-day—Star Theatre; "Square Crooks."

To-day—Majestic Theatre; "The Way of All Flesh."

Lammert's Auctions
July 17—At Sales Room valuable household furniture, 2.30 p.m.

July 12—At Sales Room, Postage Stamps, 5.15 p.m.

Home Mail
To-morrow—Outward—Shanghai, Japan and Europe via Siberia ("Aldington Court"), 10.30 a.m.

IS IT A JOKE?

SICKERT SETS AN R.A.
PUZZLE

"SEMI-CARICATURE"

No picture of recent years has aroused so much controversy among the art critics as Mr. Walter Sickert's portrait of Sir Nigel Playfair in the part of "Tony Lumpkin" in "She Stoops to Conquer," which is being exhibited in this year's Royal Academy.

While some critics declare it to be the outstanding work of the show, to others it appears more suitable for the walls of a pothouse or as a magazine cover. By some it is treated as a jest.

Sir Nigel "Surprised"
Sir Nigel Playfair, the subject of Mr. Sickert's study, is not at all perturbed by the treatment he, or the character he represents, has received at the hands of the painter.

"It is a little difficult for me to discuss the picture," he said in mail week, "as it is a presentation portrait from all the artists who have worked under me, but I must acknowledge its brilliance."

think it is a very striking work, though I admit I was a little surprised when I first saw it.

"The remarkable thing about the picture is that I did not sit for Mr. Sickert. I once posed for him for about a minute on the stage without wig or make-up, that was all. I told him then not to make me look ghastly pale nor to forget my wig, but he has done both."

Describing it as one of the outstanding works of the year, the "Times" says:

"It is a picture, finished because it is completed to the last ebb of the impulse in which it was begun, making the finish of the work surrounding it a mechanical exercise."

Inimitable.—Everybody will agree that in Gallery VIII. Sickert's inimitable semi-caricature of Sir Nigel Playfair in the part of Tony Lumpkin makes everything else pale.—"Daily Telegraph."

Mastery Bravura.—Mr. Walter Sickert will promote feelings ranging from disgust at his apparent inability to draw and paint to chuckles of glee from those who know how remarkably well he can do both. Mr. Sickert's painting of Sir Nigel Playfair in "She Stoops to Conquer" is sheer bravura, but mastery bravura.—"Daily Mail."

Pictorial Humoresque.—Mr. Sickert will shock the Academy public with his large high-spirited picture of Sir Nigel Playfair as Tony Lumpkin. But nothing Mr. Sickert can do is without his rare pictorial qualities, and it remains a picture—a pictorial humoresque thrown off by a master—while so many of the paintings around it are not.—"Manchester Guardian."

Lively Painting.—One picture makes one laugh, and that is because the artist in painting it has enjoyed his joke. This is Richard Sickert's "Sir Nigel Playfair."—"Daily Chronicle."

Condemned
Others of the critics condemn it just as strongly:

Fit for a Pothouse.—This is Mr. Sickert's annual joke, and might have been made by "Tony" himself—not by Sir Nigel. It has a Goldsmith-Rowlandson sort of humour which will irritate many people and make them declare that this pictorial jest is more suitable for a pothouse than for the dignified walls of the Royal Academy.—"Morning Post."

Disrespectful.—It is a curious gesture on the part of Mr. Sickert to accept an Associateship and then to treat the venerable institution with such scant respect, as he apparently has done.—"Daily News."

The Mexican President was in conference during the whole of a recent afternoon with the Archbishop of Michoacan and the Bishop of Toluca, who are representing the Roman Catholic Church in the effort to restore religious peace in Mexico.

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to suit tenants)
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and Table Fans, Table Lamps,
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Teak Dining Tables, Dining
Chairs, White Frost Refrigerators,
Teak Sideboards with Bevelled
Mirrors, Dinner Waggon, Ice
Chests, Dinner Crockery, etc., etc.

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robes with Bevelled Mirrors, Teak
Dressing Tables, Chesterfield
Couch and Armchairs, Chests of
Drawers, Mosquito Nets, Linen,
Chamber Stands, etc.

(Catalogues will be issued.)
On View from Tuesday, July 16,
1929.

Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.

Hong Kong, July 11, 1929.

IN OTHER PLACES

CHRONICLES FROM JAPAN
TO JAVA

A birthday party in honour of
Mrs. T. R. Hyde was given recently
at the Little Club, Shanghai, by
Mr. Hyde. Fifteen guests were
present.

It was announced that the Russian
Merchants' Club, Shanghai, will
shortly function again, the delay
being caused by a search for new
premises. The necessary funds have
been raised, it was stated.

Dr. H. H. Kung, Minister of
Commerce, Industry and Labour,
arrived in Shanghai from Nanking
last week. Chang Shou-yung,
Vice-Minister of Finance, and Mr.
Yang Hang-fuh, member of the
Central Executive Committee, have
arrived in the capital.

A Korean named Li Ying-tah,
who has just completed a goal
sentence for procuring girls for
houses of ill fame, was in Shanghai
last week deported to Korea by the
local Japanese authorities. Li was
placed aboard the "Tientsin
Maru," sailing for Dairen.

Continuing their warfare against
Shanghai's criminals, police of the
International Settlement in 36
houses arrested four men suspected
of connection with various armed
robbers, and also three persons
charged with uttering counterfeit
notes. Two of the suspected
robbers were armed with pistols.

Angered because a number of
student disturbers were arrested
by the police on May 30 while
creating trouble in the Settlement,
a group of other students have
formed an organization with the
high-sounding name of "The Com-
mittee to Pacify All Persons."
Arrested By the Foreign Police
on May 30. It has not been made
clear how the persons arrested will
be pacified.

The members of the F. M. S.
Chamber of Mines and of the
Perak Branch of the Engineering
Association were invited to visit
the mine of Southern Malaya Tin
Dredging Co., Ltd., at the 7th mile,
Tanjong Tualang, on Sunday, June
30. The party inspected No. 2
Dredge and Power Station and the
ore dressing shed at 9.30 a.m. and
then went to the Malayan Tin
Dredging Co's Power Station.

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Without Scratch
Columbia
New process RECORDS

PAUL WHITEMAN'S ORCHESTRA
CONCERTO IN F. (GERSHWIN).
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SYMPHONY ORCHESTRA OF PARIS
BALLET EGYPTIEN
2 RECORDS 9566—9567.

ROYAL PHILHARMONIC ORCHESTRA
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HENRY CLAY:

Panetelas 25's \$9.50 per box
Jockey Club 25's 9.50 " "
Londres Finos 25's 7.75 " "
Bouquet de Salon .. 25's 6.25 " "

LA CORONA:

Coronas 25's \$21.50 per box
Half-a-Corona 25's 11.25 " "
Celestiales Chicos .. 25's 10.75 " "

EL AGUILLA DE ORO "BOCK Y CA":

Excelentes 25's \$8.25 per box
Portenas Finas 25's 7.00 " "

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Anglo-Japanese Exhibition
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Unrivalled as a drink. Mixes well with Wines, Spirits or
Milk.

Tansan raises the spirits and excites sanguine
anticipation, even as a flagon of wine exhilarated the
monks of old.

For the good old friar of orders grey
Would have waived the flagon of wine away
And consoled himself as any man can
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China Mail Office, 3A, Wyndham Street.

HALLETT ABEND

CHINA'S REQUEST FOR HIS DEPARTURE

DR. WANG'S OFFICIAL NOTE

Nanking, July 11.
A note has been sent by Dr. C. T. Wang, Minister for Foreign Affairs, to the American Legation in Peking requesting the deportation of Hallett Abend, correspondent of the "New York Times".

The charge against the correspondent, as set forth in the note, is "deliberate fabrication" in regard to the following declaration published in the "New York Times" of April 25, 1929.

"General Fang Chen-wu's overtures to Marshal Feng coincides with Marshal Chang Hsueh-liang's declaration that, though the Nationalist principles afford China's only hope, the nation has been betrayed by the present Nationalist leaders, who are termed 'rotten to the core'. A clean sweep is the only remedy for such intolerable conditions, Chang declares."

"Libellous & Seditious"
General Chang Hsueh-liang categorically denied that he had ever made such a declaration, the note proceeds. The following is a translation of the text of his telegram to Dr. C. T. Wang:

"I have complete confidence in the Central Government and have never criticised nor expressed any dissatisfaction with the doings of the Government. I think there is no need of further mentioning of this since both President Chiang and you know me very well. I do not know the foreign correspondent Hallett Abend. It is quite apparent that he circulated all those rumours to throw dust in the eye of the public in the hope of enabling him to fish in troubled waters.—(Sgd.) Chang Hsueh-liang."

The note goes on to say that Mr. Abend "has repeatedly indulged in libellous and seditious writings which the 'New York Times' published." It further states that clippings collected during the last eight months "unequivocally show the malicious intent on the part of the correspondent to unfairly and unjustly disparage the National Government and officials."

Chinese "Royal Family"
The most flagrant falsehood, says the note, "was the following statement attributed by Abend to T. V. Soong, published in the 'New York Times' of December 9, 1928, to the effect that the Finance Minister was opposed to President Chiang."

"But there is one member of the 'Royal Family' who is openly and bitterly opposed to General Chiang's personal ambitions, and that one person is his able and powerful brother-in-law, T. V. Soong, the Finance Minister. Mr. Soong will tell any one who has his confidence that Marshal Chiang's course, in his opinion, can lead to nothing but more fighting."

Every sovereign nation, the note states, has the right to exclude and expel undesirable aliens. "Correspondents who deliberately write and circulate seditious and libellous matters belong to this class of undesirable aliens in view of the fact that their writings tend to unjustifiably bring about an ill-feeling between the Chinese people and foreign nationals and estrange foreign public opinion from China."

Extraterritorial Question

The note further states that at this moment, when the question of abolition of extraterritoriality is still pending, the National Government is constrained to seek the co-operation of the American Minister to effect Mr. Abend's deportation.

Among other evidences against Abend, it was found, the note proceeds, that one of his messages stated that one single dollar had been spent to relieve the North-west famine by the National Government. This called forth denials by Dr. C. C. Wu, Chinese Minister at Washington, and the Nanking Famine Relief Commission.

Another message credited to Abend, says the note, which proved to be "entirely false," was the report published in "New York Times" on April 25, stating that Fan Chen-wu with all his troops declared allegiance to Feng Yuxiang. "This was calculated to influence American public opinion to accept the assertion that China's Central Government was on the verge of collapse.—Reuter Pacific Service."

LIKE HONG KONG

AMERICA'S "STICKY BLANKET OF HEAT"

TEN DEATHS

New York, Yesterday.
A wide and sticky blanket of heat has made life almost unbearable upon the eastern seaboard during the last three days.

The temperature in New York is 90 deg. Fahrenheit at Philadelphia 83 deg., Baltimore 96 deg., and Washington 97 deg. There have been 10 deaths and a score of prostrations in New York since Sunday.—Reuter's American Service.

THE "PATHFINDER"

DULY REACHES THE ITALIAN CAPITAL

MAGNIFICENT FLIGHT

Rome, Yesterday.
The "Pathfinder" landed here at 9.20 p.m.
A Spaniard (Spain) the crew stated that they had a magnificent flight of 2400 miles in 21½ hours, but she was troubled by the part of the way. They had no wireless but flew high and did not waste petrol by descending to signal to shipping.—Reuter

MONEY AND SHARES

TO-DAY'S QUOTATIONS

On London—	
Bank, wire	1/11 3/4
Bank, on demand	1/11 3/16
Bank, 30 days' sight	—
Bank, 4 months' sight	1/11 3/4
Credits, 4 months'	—
Documentary 4 months'	2/- 1/2
On Paris—	
On demand	1197 1/2
Credits, 4 months'	—
On Berlin—	
On demand	—
On New York—	
On demand	46 1/2
Credits, 60 days' sight	48 1/2
On Bombay—	
Wire	129 3/4
On demand	129 3/4
On Calcutta—	
Wire	129 3/4
On demand	129 3/4
On Singapore—	
On demand	83 1/2
On Manila—	
On demand	94
On Shanghai—	
On demand	82 1/2
30 days' sight (private paper)	—
On Yokohama—	
On demand	102 1/4
Gold Leaf, 100 fine	—
(per tael)	—
Sovereigns (Bank's buying rate)	10.00
Silver (per oz.)	24 1/2
Bar Silver in Hong Kong	2% prem.
Copper Cash	Nominal
Copper Cents	3% Prem.
Rate of Native Interest	7% p.a.
Chinese Sub. Coin	30 1/2% dis.
Hong Kong Sub. Coin Par.	

JAPAN'S FINANCES

GENERALLY APPROVED BY BANKERS & MERCHANTS

"EASY TO PREACH"

Osaka, Yesterday.
The Government's statement on the financial policy is generally approved by bankers and merchants, chiefly because of the proposed reduction of public debts.

Others, however, point out that while the Government proposes to curtail expenditure wholesale there is no mention of any reduction of taxes, therefore they believe the Government will depend upon a curtailment of consumption on the part of the people generally to bring about lower prices, and check imports, and thus to restore a favourable trade balance, so as to prevent a drain upon Japan's gold reserves.

Fear is gradually gaining ground, however, that while it is easy to preach economy, it is difficult to put it into practice. If a wholesale postponement or abandonment of public undertakings is actually carried out, the policy is bound to cause serious unemployment. Furthermore, stress is laid on the fact that the Government lacks a majority in the Diet, therefore a general election early in 1930 is inevitable.

The result of such an election is difficult to forecast, but it would not necessarily give the Minseitō Party a working majority to carry out its schemes for readjustment of the country's finances.—Reuter.

LANDSLIDE IN JAPAN

VILLAGE WIPED OUT IN KAGOSHIMA

Tokyo, Yesterday.

Six people are dead, five lost, and 36 injured, and 31 buildings have collapsed as a result of a landslide which has overwhelmed the fishing village of Uchinoura, in Kagoshima Prefecture.

Continuous rainstorms for several days loosened the hillsides above the village, and a great avalanche of earth and rocks came hurtling down, carrying all before it into the sea.—Reuter.

ENDURANCE RECORD

STILL FLYING

Culver City, July 10.
The aeroplane "Angelino" has established a new refuelling endurance record of 175 hours, 59 aces, and is still flying.—Reuter.

ARE YOU TROUBLED WITH PRICKLY HEAT?

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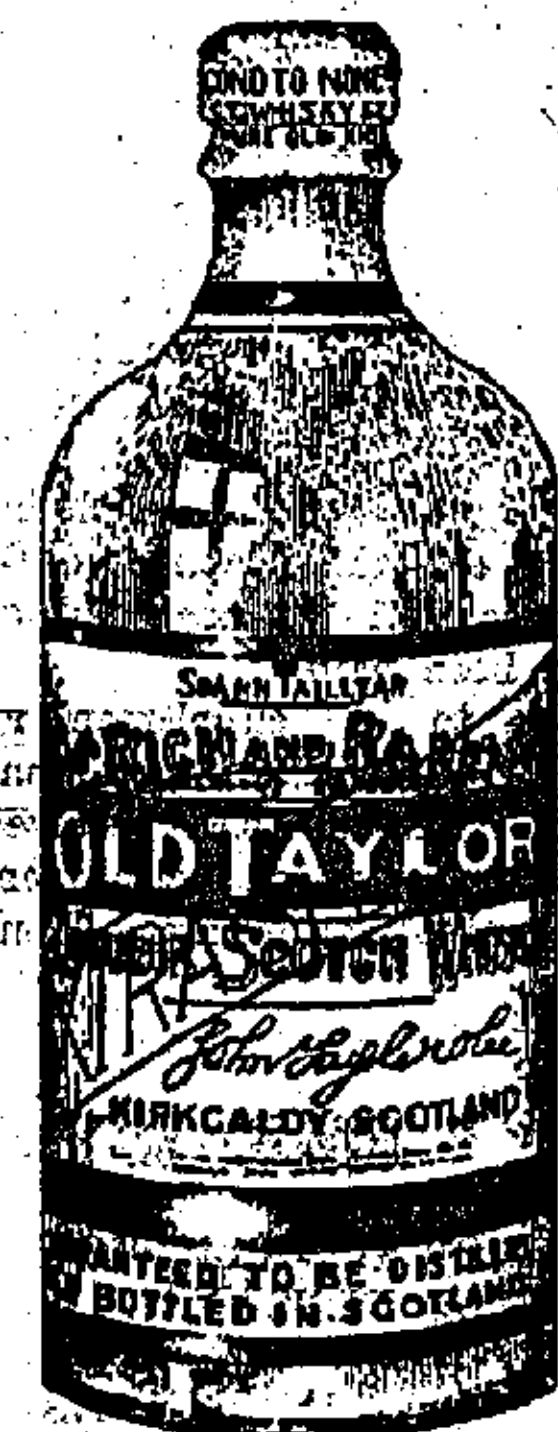
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HONG KONG HOTEL

ROOF GARDEN

FRIDAY, July 12th

MONDAY, July 15th

REPULSE BAY HOTEL

SATURDAY, July 13th

DINNER --- \$4.00

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A WEEK'S PAPERS IN ONE.

OVERLAND

CHINA

MAIL

SPECIAL COLOURED SUPPLEMENT
with PICTURES of all local events
is given in the

OVERLAND CHINA MAIL

CHINA NEWS, LOCAL NEWS

and all the NEWS.

The Weekly paper that saves you
the trouble of writing Home.

In the whirl of trying Hong Kong summer rendered all the more unbearable by the acute shortage of water, letters to relatives and friends in other parts of the world frequently fail to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony, or folks at Home, should have an unfailing supply of Hong Kong and China news every week — by means of a subscription to the "Overland China Mail."

Without any trouble of packing and worrying about the Post Office on your part, and at a one and only cost of H. \$3.75 for three months, the "Overland China Mail" will be sent Home for you every week, catching the mail regularly. It contains just the news, features and pictures from the daily "China Mail" that make a studied appeal to people with any interest whatsoever in Hong Kong, and many letters testify to the keen pleasure and interest its weekly arrival brings.

For your folks at Home to receive this weekly budget, or to keep yourself posted with affairs during your absence, all that you have to do is to drop a hit to the "Overland China Mail."

The word "Overland" is a reminder of the experience behind the production, it having been published since the early days of the Colony, to be sent OVERLAND because there was no Suez Canal, and that was the quickest route by which to get mail Home. In the march of time, the "Overland China Mail" has become the only weekly news budget which has pictures. It is made just to suit requirements, as it has done all along. What more could be desired?

This week's number is well up to the high standard maintained all along, reflecting the developments and views in Hong Kong and China, and full of interesting reading matter. Be sure you get your copy.

READY TO-MORROW

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No. 3A, WYNDHAM STREET, PHONE C. 22.

"THE OVERLAND CHINA MAIL"

Sport Columns

OXFORD HOLD OUT

UNIVERSITY CRICKET MATCH
ENDS IN DRAW

BATSMEN'S UPPER HAND

Batsmen had the upper hand yesterday, the third and last day of the annual cricket match between Oxford and Cambridge Universities at Lord's, which ended in a draw with Oxford holding out well in the last innings. Closing scores (as cabled by Reuters) were:—

Cambridge (1st innings) 377 runs. J. T. Morgan made 149, G. B. Kemp-Welch 37.
Oxford (1st innings) 245 runs. Nawab of Pataudi made 106.
Cambridge (2nd innings) 220 runs for 4 wickets, declared. S. A. Block made 55, B. H. Valentine 52.
Oxford (2nd innings) 202 runs for 3 wickets. A. M. Crawley made 83, Nawab of Pataudi 84.

The Dark Blues resumed their first innings yesterday with the score at 245 runs for 8 wickets and the last two batsmen were dismissed early, for the addition of only 1 run, giving the Cantabs a lead of 151 runs.

Playing for a Draw

Batting the second time, Cambridge got their runs fairly quickly. Any remote chance that Oxford had of victory (with their bowlers skittling out Cambridge for a very small total) soon vanished. The batsmen were on top. Cambridge were enabled to declare at 250 for 4, leaving Oxford the rather impossible task of getting 552 to win.

Although all that the Dark Blues could now hope for was a draw, they stuck to their guns and held the Light Blue bowlers at bay, so much so, that when stumps were drawn, only 150 runs were needed for victory, with 7 wickets still in hand.

Batsmen Who Shone

Neither Morgan nor Kemp-Welch, who had done well in the opening innings, repeated their success in Cambridge's second innings, but others in Block and Valentine turned up triumphs with useful contributions.

The Nawab of Pataudi, who had, like Morgan, made a century, proved himself the outstanding batsman on the Oxford side, getting top score again at the second time of asking. A. M. Crawley, with (83) one less than his Indian colleague, was with him in a great stand, but the other Oxford batsmen did comparatively little.

Although Oxford did not have the best of the draw, their showing in the second innings was not discouraging. And, in spite of criticisms by county players on other occasions, the pitch at Lord's must have played well yesterday, the last day, because the aggregate exceeded 1,000 runs for the 27 wickets which fell in the course of the match.

LIKE FATHER

"CHIPS OF THE OLD BLOCK"
IN CRICKET TO-DAY

Family traditions are being well maintained in first-class cricket this season. The sons of two famous cricketers have made their debuts for the same counties as their fathers, while the nephew of another has achieved international honours for the first time in his career.

Hampshire are being assisted by the son of C. B. Fry, and G. V. Gunn scored 59 runs in polished style for Netts, the county which his father, George, has served so well and so long.

Then Ranji's nephew, Duleep-sinhji, after being dogged by illness, has come somewhat into his own, even though he failed in the Test Match at Birmingham. He deserves another chance.

R.A.O.B. CLUB

BILLIARD MATCH WITH THE
R.A. SERGEANTS

The above Club entertained the Royal Artillery Sergeants to an interesting billiards match yesterday evening. The match resulted in a win for the R.A.O.B. by 900 to 539 points. Each individual game was keenly contested, and the scores by no means represent the run of the play. The most notable break of the evening was 69 compiled by Mr. C. Earnshaw, the well-known manager of the Palace Hotel, Kowloon.

The full scores were:—

R.A.O.B.	H.A. Sergeants
Earnshaw 150	Canning 53
Howells 150	Bacon 82
Sutill 150	Ward 90
Brimblecombe 150	Poole 70
Gossett 150	Goodlace 127
Scarle 150	Doig 117
900	539

LAWN BOWLS

SPORTS CLUB BEATS KOWLOON
B.C.C. BY 22 POINTS

Playing only two rinks against the Kowloon Bowling Green Club yesterday, the Sports Club won by 22 shots.

Scores:—

Bowling Green	Sports Club
V. Chittenden	L. J. Davies
S. Eccleshall	E. I. Wynne-Jones
P. T. Farrell	Hon. Mr. W. T. Southern
D. F. W. Warren	J. W. Deakin
Skip	(Skip)
12	28
R. Duncan	F. Sutton
E. W. L. Hogbin	C. L. Sandes
H. Nish	Capt. A. J. L. Whyte
W. Russell	G. R. Edwards
(Skip)	(Skip)
18	22
28	50

HONG DOUBLES

DODWELLS GAIN A VICTORY
FROM KING'S COLLEGE

Playing in the only match yesterday in the Hong Doubles at the Hong Kong Cricket Club court, A. D. Humphreys and R. K. Valentine (Dodwells) owe 15/3, beat T. J. Price and A. White (King's College) owe 2/6, 6-2, 6-2.

TO-DAY'S RADIO

BROADCAST BY
Z.B.W.

ON 350 METRES

The following programme will be broadcast to-day from the Government Broadcast Station Z.B.W. on 350 metres.

5.30-6.30 p.m. — Programme of Chinese music, (records supplied through the courtesy of Sincere Co., Ltd.).

7.45 p.m. — Evening weather report.

8 p.m. — Evening programme of Chinese music relayed from the Roof Garden of The Sincere Co., Ltd. Programme consists of music given by well-known girl singers and the Staff of Sincere Co. Radio Department.

10.30 p.m. — Close down.

CONSTABLE STRUCK

LIGHT FINES IMPOSED ON
CHINESE

At the Kowloon Magistracy, yesterday, Mr. T. S. Whyte-Smith had before him two Chinese—one charged with riding a bicycle in Prince Edward-road at 9.40 p.m., on Saturday without a light, and the other with obstructing an Indian constable in the execution of his duty.

The constable was taking the cyclist to the Kowloon City Police Station, when the second defendant came up and tried to interfere. A second constable came up and in the struggle which followed second defendant struck one of the policemen across the face. He was then also arrested.

First defendant was fined \$5 and the other \$15.

WATER SITUATION

(Continued from Page 1.)

dispassionately, and I hope you will not be carried away by feelings engendered by the suffering that you yourselves may personally undergo or may have seen others undergoing. A hasty word uttered to gain the plaudits of the crowd may do harm to the community as a whole. Do what your conscience tells you to do and speak according to the dictates of your minds. We Chinese are a patient people and this is a time when that quality is to be severely put to the test, and I feel sure we will come out creditably. You have our assurance that any practicable proposition that you may bring forward and any request that you may make to the Government will have the sympathetic consideration of His Excellency the Governor. Needless to say you also have the whole-hearted support of my colleagues and myself."

Discussion and Opinions

The meeting was then opened to discussion, Mr. M. V. Lo said that Dr. Kotewall had presented the situation to the kaffing very ably, and there was nothing he could add to it.

It was indeed too true that a number of people, like contractors' foks, were being thrown out of employment and in various other ways the shortage was causing hardship. He thought that the scheme to ask for a 12 hours supply through the street fountains was a good one. The sooner the hardship was removed the better, and he thought that if the Colony needed money it would be a good idea to hold over the military contributions for the time being.

Mr. Ho's Observations

Mr. Ho Lu said that he was entirely in agreement with Mr. Lo. He pointed out that during the last strike the Home Government had lent the Colony \$20,000,000 and if we wanted money to-day in such a serious crisis, it would be probably forthcoming again from the same source. He was also of the opinion that the Military Contributions should be withheld for the time being.

Mr. Ho then produced a leading article which appeared in the "China Mail" on July 9. He asked the Chairman to note the language used in referring to the meeting. He strongly objected to the phrases and asked the Chairman—Sir Shou-son Chow to secure an explanation.

Sir Shou-son Chow said that he had not seen the article referred to—he had not read any of the newspapers—but he would look into the matter.

Mr. Ho then asked if steps had been taken to protect the tanks from a typhoon. They were also inadequately covered and a typhoon would contaminate the water. He also asked what instructions had been given to the Fire Brigade in case of a fire. "Is wholesome water to be wasted in fire fighting?"

The Hon. Mr. Creasy

The Hon. Mr. T. H. Creasy, Director of Public Works, was then invited to speak. He said: I wish to thank you gentlemen for inviting me to be present at this meeting. Mr. Carpenter and Mr. Purves are also glad to be present to assist in answering or explaining any questions that may arise during the meeting.

We are going through an exceptional water crisis. There is no previous record of such a drought, viz. only 37.27 inches of rain in the last 12 months. There was nothing to guide us in making provision for the Colony's requirements other than the record of the greatest previous drought during the last 40 years, viz. 45.83 inches, but this has now been far exceeded in severity. We are met here to assist in the task of overcoming this difficulty, reducing hardship as far as possible, and equalizing the burden which has to be borne by all.

Theft of Taps

With this object in view restrictions have had to be gradually introduced, and the supply of water augmented from outside sources. This is now being done and if the drought continues still further restrictions must be introduced and

still larger supplies of water will have to be obtained from elsewhere. Every attempt should be made to economise water, and it is hoped that the community as a whole will render every possible assistance to the Government in their efforts to provide a supply to meet minimum requirements. This cannot be done without the help of the public, and in this connection I would mention that such action as has been reported to me to-day, viz. the theft of 60 taps from street fountains, makes the task before us more difficult, and we can only rely on the assistance of the Kai Fong of the various districts to prevent a repetition of such action.

I am sure Government appreciates the valuable assistance rendered by the leading members of the Chinese community, the Directors of the Tung Wah Hospital and the Kai Fong of the various districts, and the cheerful and patient manner in which the Chinese community have met the difficulties and inconveniences necessarily associated with a restricted water supply.

The Shing Mun Scheme
The answers to Mr. Ho's questions were that the covering of the tanks were specially constructed so that they could not be blown away. In case of contamination of the tanks in typhoon weather, the mains to all rider main district will be opened. As regards matched coverings, that was not strictly the business of the meeting. Regarding tar roads, which when melted by the sun burnt the feet of children who had to fetch water, Mr. Creasy stated that he would see that no roads are tarred for the time being.

In answer to questions put by Mr. Ho Wang, the Hon. Director of Public Works said that the scheme for laying the pipes across the Harbour in connection with the Shing Mun Scheme was proceeding. The pipes will be laid in November and finished by the end of the year.

Can you proceed with the work without waiting for the pipes?—The bottom of the harbour is being prepared now. How many hours is being worked per day?—The scheme is being pushed and a dredger is at work, I can't state the hours of work.

Is it worked day and night?—The work by day alone gives us sufficient time to get ready for laying the pipes in November.

A New Idea
Mr. Wong Kwong-tin said that he had thought of a new idea, and he would like to put it to the meeting for what it was worth.

He thought Queen's College would be an ideal place in which to erect a tank capable of holding 2,000 tons of water. It was centrally located and could feed the districts to the right and to the left of it.

Mr. Wong also said that he had other two plans, one of which was that pipe to the filter beds in Down Road from the sea front could be laid on top of the towers which support the Naval Yard overhead crane. The second suggestion was to build a tank 150 feet high on the water front.

Mr. Creasy asked Mr. Wong to put his suggestions in writing, when they would be given every consideration by the Government. He indicated that the Queen's College scheme might take a long time.

Another matter brought to the attention of Mr. Creasy was that the water from the tanks at the sea front was over chlorinated, and that soup made out of it tasted bitter.

The Decision
After the departure of the Government officials Mr. Fung Wai-mun proposed that the Government be requested to take early steps with a view to giving the people water through the street fountains for twelve hours a day. This was seconded and carried unanimously.

Mr. M. K. Lo added that in addition to this formal resolution, the three Chinese representatives be asked to request the Government to continue their investigation as to the practicability of any scheme that would give the people a direct house supply for a few hours a day.

This was also approved.

A Despicable Trick?
Yesterday afternoon the Water Controller forwarded to the Captain Superintendent of Police a complaint from the Captain of the s.s. "Paul Bean" who stated that on the ship's arrival in the Colony with a cargo of water, he had prepared to pump the water into one of the tanks on the Praya, opposite the wharf, when it was found that the plug had been removed and that water in the tank was running into the sea.

The Captain added that he tried to communicate with a European Police Sergeant, but before any steps could be taken to save the water in the tank, it had all run out to waste. He concluded by complaining bitterly of the lack of co-operation between the Indian and Chinese Police in charge of the tanks.

CHINA'S ECONOMICS

(Continued from page 1.)
abolition of so-called "unequal treaties," and extraterritoriality.

Organising National Committee
The Plenary Session finally adopted a resolution welcoming the participation of the Chinese delegation, declaring that they would organise a National Committee of Commercial and Industrial Banking Forces in China and expressing appreciation of the important part the Chinese business men could play in the further economic development of China and the co-operation of international relations.

To Set China's "House in Order"
Signor Pirelli (President) earnestly pleaded that China set her house in order. He said it was extremely difficult for them to understand Chinese conditions and they frequently received news of military movements which caused great concern among the well wishers of China. But they were confident that military feudalism would definitely disappear and they were glad to learn that a Chinese National Committee, representative of all the economic forces of China was to be formed to collaborate with the International Chamber of Commerce. If the Congress succeeded in attaining this, mutual knowledge and understanding must follow and they would certainly succeed in establishing mutual friendship.

Full of Promise
Referring to China's internal trade the President said the day when the interior was opened up to direct contact with other countries by improvements in transport and communications and China really be able to play her part in the world's business, would be a day full of promise for the progress of mankind. The International Chamber of Commerce believed with Sun Yat-sen that the primary force of human evolution was co-operation not struggle. Therefore, the International Chamber of Commerce had decided to offer industrial, commercial, financial organisations and business men of China its services in the efforts for national and economic reorganisation.—Reuter.

U.S. TARIFFS

PROTESTS FROM THIRTY-
EIGHT NATIONS

CHORUS OF DISAPPROVAL

Washington, Yesterday.

Thirty-eight nations have so far protested against the proposed new import tariff schedules, passed in the House of Representatives and now before the Senate.

The protests include those from Australia, chiefly against wool duties; from Britain against duties on wood, glue, etc; from France and Austria as regards the general tariff situation and balance of trade; from the Netherlands against the tariff on diamonds and bulbs; and from Persia against duties on rugs.

The tone of the anti-Tariff protests varies from pleadings for justice to threats of retaliations.

France expresses consternation at the increase of duties on French goods in view on the constant decrease of French exports to the United States, and the constant increase of American imports to France.

Spain threatens to denounce the Hispano-American trade modus vivendi if the increases are enacted.

Sir Eame Howard has transmitted several Notes to the State Department, on behalf of the British possessions, including a protest from a producer in India that the duty will kill his trade.—Reuter's American Service.

CURACAO RAID

STATE OF SEIGE
RAISED

Willemstad, Yesterday.
The state of siege proclaimed after the recent raid has been abolished, and the Dutch destroyer "Kortenaar" has departed.—Reuter.

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WORLD NEWS IN PICTURES.

Premier to Visit Hoover



Prime Minister Ramsay MacDonald, right, Britain's Labour Premier, lacks only a cordial invitation from President Herbert Hoover, below, to bring him sailing over the sea to exchange ideas on reduction of naval armaments. MacDonald would like to have Mackenzie King, left, Premier of Canada, with him at the meeting.

Torch Slayer Faces Jury



Doomed by the ravage of disease even if he escapes the electric chair, Henry C. Campbell, upper right, went on trial at Elizabeth, N.J., before Judge Clarence Case, upper left, the torch slayer of Mrs. Mildred Mowry Campbell, whom he bigamously married. The jury was selected within half an hour and as evidence was brought forward, Campbell tottered to his feet and collapsed in the arms of his attorney, Francis A. Gordon, lower left, and the trial halted while he recovered. His young wife, Mrs. Rosalie McCready Campbell, lower right, appeared oddly youthful alongside the gaunt-looking man whom she made every effort to encourage by tender attentions during the trial.

More New Canadians



This picture which was taken on the arrival of the S.S. Melita shows one of the families brought to the Dominion under the Aikew Scheme. The Laird of Ladykirk, Scotland, V. W. H. Aikew, provided the amount of \$10,000 to enable desirable British agriculturists to come to the Dominion. Automatically a further \$10,000 was made available under the terms of the Empire Settlement Act. The recruitment and all administrative expenses are being handled by the Colonization Department of the Dominion of Canada. The picture shows the family of the Laird of Ladykirk. The picture shows the family of the Laird of Ladykirk. The picture shows the family of the Laird of Ladykirk.

Bright Package



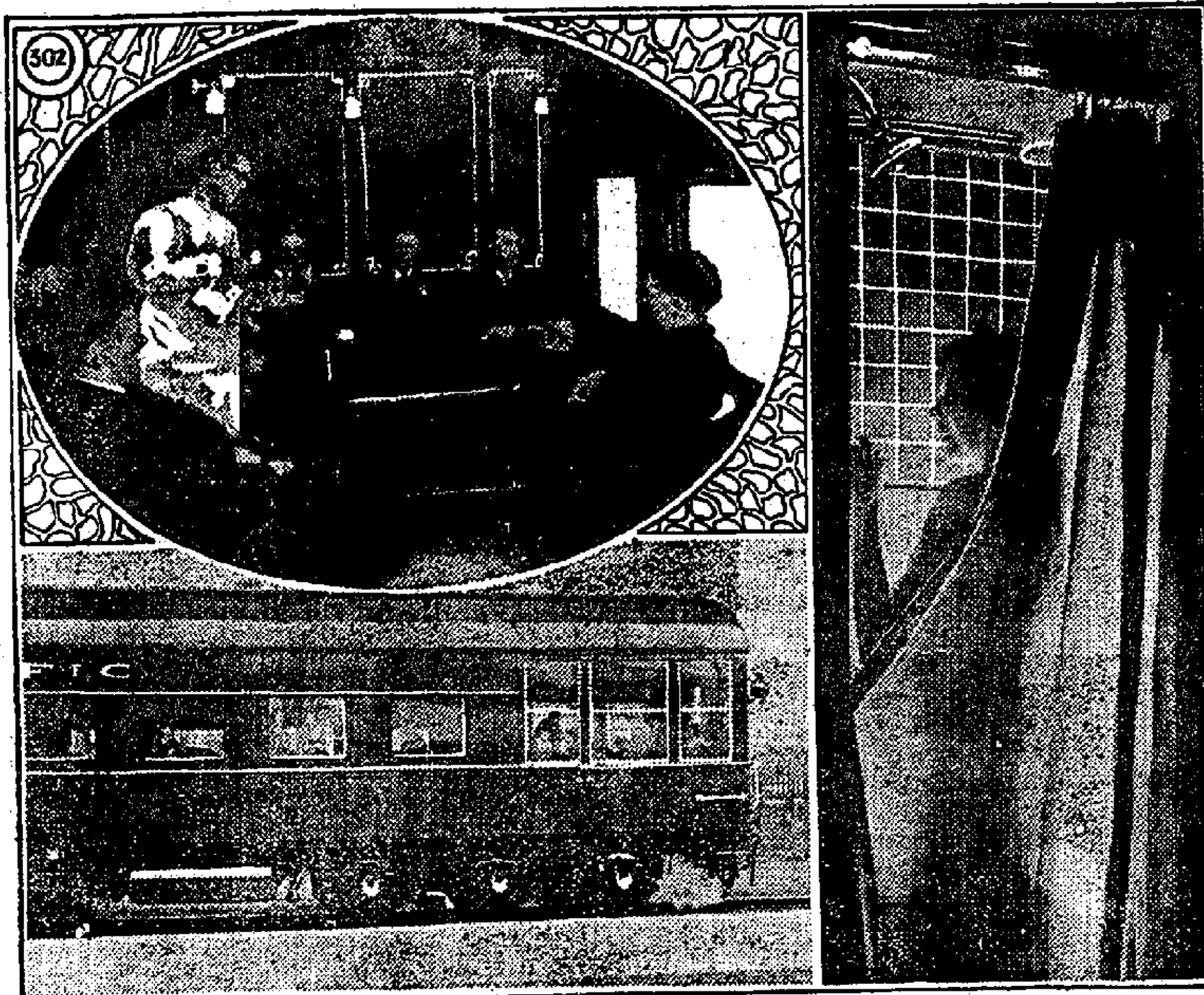
Little Sheila Watson of Winnipeg is very proud of the fact that she was a passenger on the "Metaguna" at the age of three months. She has disguised herself as a parcel and plastered herself with C.P.R. labels, but the one on her cap reads "Wanted", as one supposes she is.

Murder Suicide Theory



The act of Louis Bennisson in taking the life of Margaret Lawrence, noted star, in her New York apartment and then ending his own with the second bullet, ended a four-day horror of gin and threats of death for the actress, according to the reconstruction of the crime by the New York police. The picture above shows liquor bottles, poker chips and a small roulette wheel in a jumble on the sideboard in Margaret Lawrence's apartment. From the story told by Gertrude Chalmers, inset, intimate friend of both victims, who discovered the tragedy, the police have been able to deduce that, faced with stage oblivion and money troubles, the lovers found death the only way out.

Sunshine and Showers—New Version



Above is an interior of the men's smoking-room, below a view of the rear end of the "solarium" car. The lady on the right demonstrates the shower bath.

Over ninety thousand dollars has been spent on each of the new "Solarium" cars designed for use on the long-distance all sleeping car trains of the Canadian Pacific Railway. Fifteen of them have been built at the Company's Shops at Montreal, and the one pictured above, the River Thames, will be one of those in use on the Trans Canada Limited. These cars are given over entirely to the use of the passengers and contain, among other things, two green-tiled shower-baths, a ladies lounge, a large smoking-room, an observation lounge and a Solarium. This latter, which takes the place of the open platform is closed with vitreous glass which admits all the beneficial sun rays, and permits an unbroken view in luxurious comfort. The main observation lounge and the ladies lounge are furnished in various tapestries. The smoking-room and the Solarium in soft leather, blue and red in the smoke-room and sand colored in the rear compartment. A small buffet will provide refreshment as auxiliary to the dining car which is also of new and novel design.

Island of Orleans—Island of Bacchus



The ship may be as old as the wayside shrine, and only open tramp where Carter found the Indian and the vines. The houses by the road is more than 200 years old.

"We likewise found quantities of vines such as we had seen nowhere else in the world and which led us to call this the 'Island of Bacchus'." Thus the Saint Male captain, Carter, who discovered the Isle of Orleans in 1635 first named it. Four hundred years. Ships of the adventurer, the explorer, the pioneer, the builder of empire and later, great ships of commerce followed those of Carter, but the Isle of Bacchus has not known them all and has slept before the portal of the new world for many generations. Not that it has been forgotten, but that the bigger ships have gone by. Industry has not destroyed its charm and today it remains, if not the pristine Isle of Carter, a piece of old France as translated by those who shortly followed him. The illustrations above typify the island progress has been slow. Its people have learned the name of the new law in La Catalogne and its once was a seigniorial mansion.

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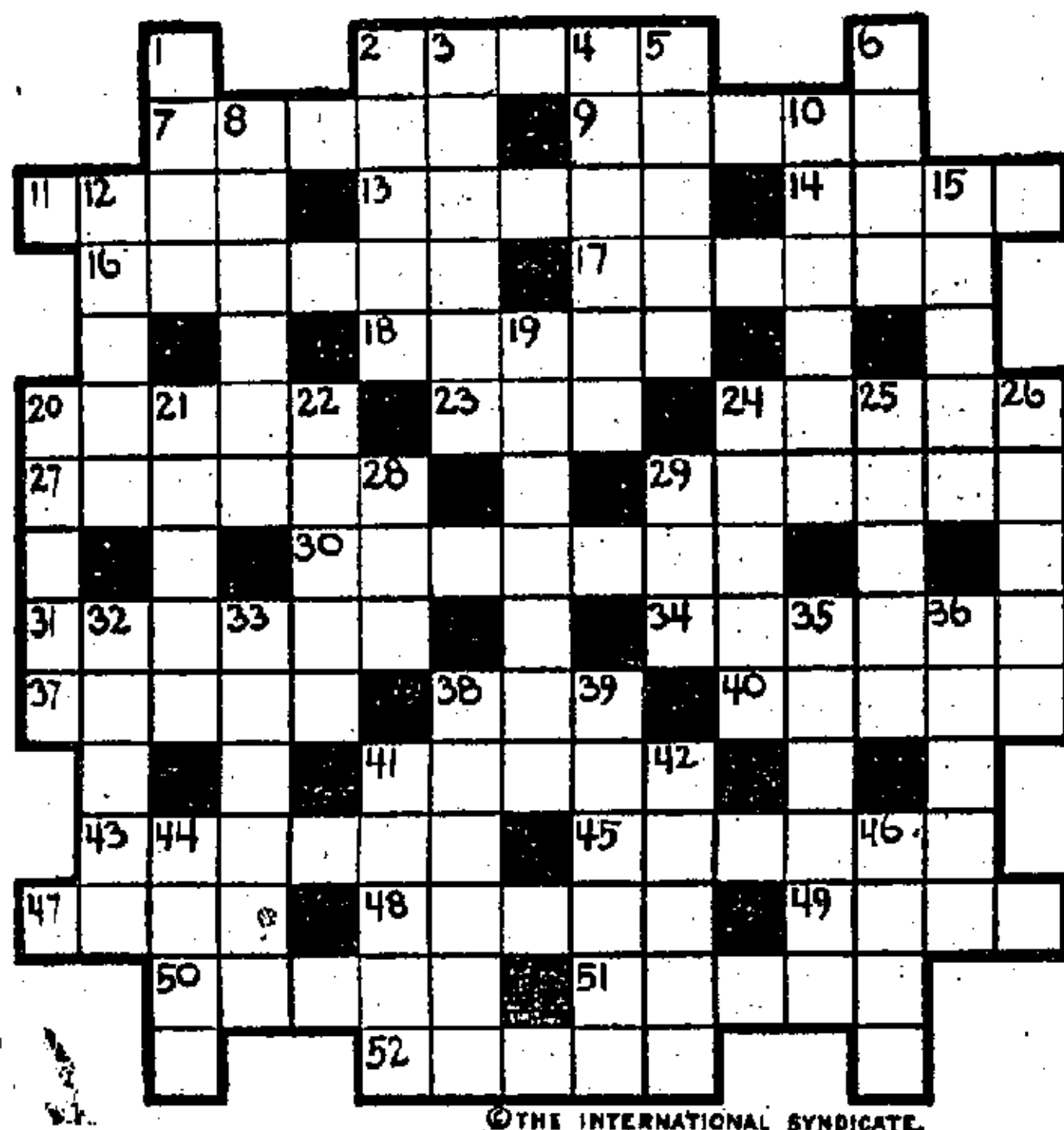
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The Store That Saves You Money.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plus, and altho.)



HORIZONTAL

2-To walk conceitedly
7-A support, island of
Fayal, Azores
9-One of a wandering
race
11-To bridge
13-The path of a
heavenly body
14-A food fish
15-Broken off
17-Specimen
18-A internal
antiseptic
20-Soft mud
23-Speed
24-To happen
27-Tender or sorrowful
feeling
29-Dress
30-Gentle
31-Threelfold
34-Stop
37-Seen
38-A letter of the
alphabet
40-Paris in drama

HORIZONTAL (Cont.)

41-To go in
43-To amaze
45-To become red
47-In this place
48-Blind
49-A date in old
Roman calendar
50-A flower
51-Battle
52-To let

VERTICAL

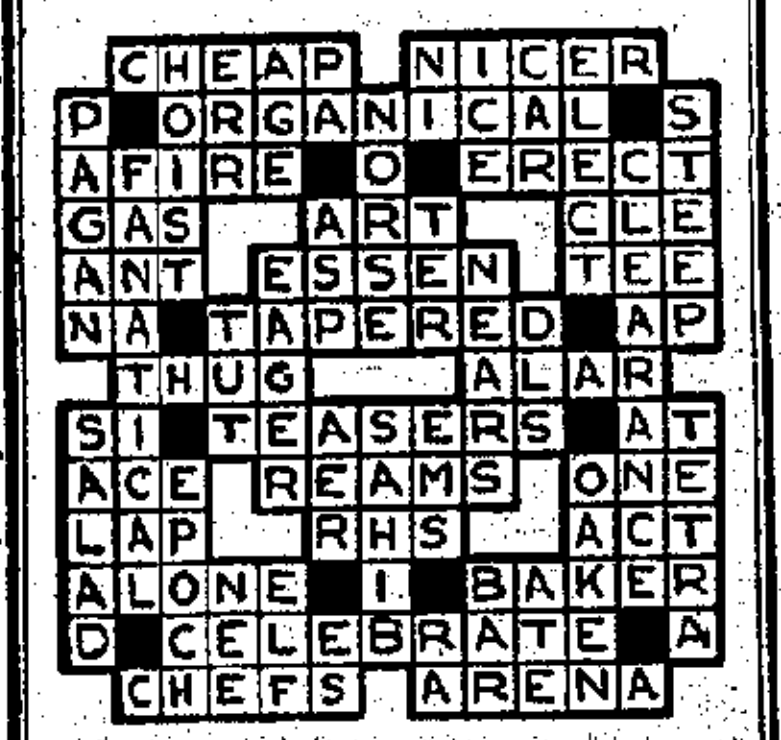
1-A wicked king of
Israel
2-Haive
3-A deposit on the
teeth
4-Harmony
5-Sum
6-An image
8-Onset
10-Appearence
12-Feminine form of
Paul
15-A small monkey-like
animal

VERTICAL (Cont.)

16-Most indolent
20-Mean hatred
21-To say
22-A Christmas
decoration
24-A fur-bearing animal
25-Polite
26-Reclines
28-To observe
29-Conjunction
32-To erect
33-Sounds loudly, as a
trumpet
35-Mean
36-A river of France
38-To bear
39-Works for
41-An artist's picture
42-To pass a rope
through a block
(Naut.)
44-To plead
46-Paradise

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

YESTERDAY'S SOLUTION



NEW USE FOR TALKIE

HOW DIVORCES CAN BE REDUCED

London, June 22.
Efforts are being made in the United States to utilize the Talkies to put down the divorce rates. Marriages have already taken place in which the vows have been made in a strong voice so that they may be clearly recorded on a sound film.
The promoters of the scheme hope that married people who have quarrelled will be forced to hear the reproduction of the marriage ceremonies before being granted a decree by Court.
Humorists are already busy exploiting the scheme and drawing pictures of faithless husbands welcomed home by the sound of their own voices reciting the marriage promises.

STANDARD TIME

SUNRISE AND SUNSET IN COLONY

Sunrise and Sunset in Hong Kong for July (Standard time of the 120th Meridian, East of Greenwich), are as follow:—

July	Sunrise a.m.	Sunset p.m.
11	5.45	7.11
12	5.46	7.11
13	5.47	7.11
14	5.47	7.11
15	5.48	7.10
16	5.48	7.10
17	5.48	7.10
18	5.49	7.10
19	5.49	7.10
20	5.49	7.10
21	5.50	7.09
22	5.50	7.09
23	5.51	7.08
24	5.51	7.08
25	5.51	7.07
26	5.52	7.07
27	5.52	7.06
28	5.53	7.06
29	5.53	7.05
30	5.53	7.05
31	5.54	7.04

In consequence of the accidents which occurred at Toulouse during an aviation meeting at which the French Air Minister was present, the latter has forbidden a military aviation meeting which had been arranged to take place at Chateauroux.

"C. H. B."

VALUED WORK FOR THE BOY SCOUTS — AN APPRECIATION

The following is taken from the "Silver Wolf," the popular journal for Scouts and Guides:

If ever any of the younger generation of Hong Kong residents have a chance of getting a really "old hand" to yarn about the earlier days in this Colony, we strongly advise them to do so. Such opportunities are getting increasingly rare, and one such opportunity was taken from us when the "Naldera" bore from the Colony Mr. C. H. Blason, or more familiarly speaking, as he was known to his friends, "Charles." When the yarn is enriched by the personal experiences of one who was not afraid to venture, and who always remained a boy at heart, then the enjoyment of the listener is more than doubled.

Pioneer Resident of Shek-O

To have heard of how "Charles" with a few friends managed to get the late Sir Paul Chater to let them have at a very nominal rent a bungalow in Pokfulam, then considered almost the uttermost part of the world, a bungalow with a lusty tree growing through the drawing-room floor and out through the roof, how he laid the ghost of a Chinese suicide in the garden with a length of magnesium tape on a dark night, how after a hard day's work, and within sight of home, his pony was scared by the first motor car in the Colony and bolted in three "flights" (or should we write "frights") back to Kennedy Town, how he and a friend or two bought an old sampan and made an adventurous voyage in the dir "on of Tsun Wan, from which they returned with difficulty the next day badly late for work, was enough to show that the men of former days with far fewer conveniences made life really amusing and even exciting at small cost and in a simple "family" way. Or take Charles on holiday in Australia, starting out alone on horseback to see something of the interior for himself, and forgetting that compasses work the opposite way down there, finding himself miles away from his intended destination in the exactly opposite direction. It was this spirit of adventure which made him the Pioneer resident of Shek-O, and which sent him to Gilwell Park in England to recapture, as if he needed to do so, the spirit of boyhood.

And What Not!
Add to this spirit of adventure great versatility, for he was artist, photographer, musician, reciter, wireless experimenter, and what not, and one of the most generous and warm hearted natures that man could desire, with moreover extreme modesty, and you have but a very faint idea of "Charles."

He joined the local branch of the Scout Movement in 1922, in time to be of very great assistance at the Jamboree in 1923, having accepted the office of Hon. Treasurer to the Association. He at once threw himself into all our activities, examining, instructing, advising and suggesting, and when on leave in 1924 made the most of his opportunities in the way of Scouting by going through a Training Course at Gilwell and immediately afterwards helping to represent Hong Kong Scouts through the whole nine days of the great Jamboree at Wembley. He also saw as much as possible of the Scouts in his home district, Southampton, and returned to Hong Kong keener than ever.

Great Inspiration to Local Scouts
Shek-O immediately became a centre of Scouting, for he began to prepare sites for camps, both standing and hike, and "Stoneyhurst" was more than once a haven of refuge to campers washed out of their tents by sudden torrential downpours. Car No. 1603 was at times a regular camp transport, and many and varied were the errands that he fulfilled for scouts who had done that unscoutlike thing, forgotten some necessary item of scout gear or food.

Those who visited his bungalow, will remember that the spare bedroom was also his wireless room, and that his receiving set stood near the bathroom door. Two small scouts once spent an evening listening in, but also kept their eyes open, and hours after they had gone back to their tent and were presumed to be asleep they presented themselves with the request that they were very hot and wanted a bath, could they have one? We need hardly say that the appeal did not fall on deaf ears. Only a small incident, but it was just that willingness to put himself to inconvenience for the good of others, and the immense pains which he took to see that things were done properly that made all the difference. He always thought well ahead, generally for the benefit of others, and certainly never with himself foremost in his thoughts.

A Good "Shove-off"
Before he handed over the Treasurer's Books and the Editorship of the "Silver Wolf" to his successors, he saw to it that they should enter on their new duties

with a good "shove off." Thus photos and blocks for illustrations, odd articles and notes which might be of use, an address book right up to date, and full directions and hints formed his bequest to the editor-to-be, and among those papers handed on was ample evidence of the fact that he was continually keeping his eyes open for material likely to be of use and interest to Scouts.

We were sincerely sorry that when we met to give him a farewell dinner and sing-song, or rather "camp-fire," many of the party had to leave early in order to attend to their duties at the Theatre, but Mr. Blason's leaving message to us was an inspiration to all who heard it and made us all the more deeply sad that inexorable Father Time was taking him away from us. May he long enjoy his retirement in the Old Country, where he will for certain find more than enough to fill his time in the Scout work he so loves.—G. T. WALDEGRAVE.

DYNAMITE SUICIDE

HORRIBLE OCCURRENCE IN A PARIS HOTEL

Robgeanski, a former lieutenant in the Russian Imperial Army, committed suicide in a small hotel in Paris recently by blowing himself up with a stick of dynamite. His suicide was due to hopelessness resulting from his changed fortune.

HONG KONG HOTEL VISITORS

July 9, 1929.

Mr. Gordon Adair.
Mr. and Mrs. H. Bisbjerg, Mr. N. Brandel, Mr. and Mrs. A. Banty.

Mr. H. Fasson.
Messrs. W. M. Gray, E. Geetschel, and M. F. D. Graham.
Messrs. Inglis Hosang, W. S. Hooper, and Capt. A. P. Harcourt.
Messrs. H. J. Ivison and B. J. Israel.

Miss H. Lillie, Mrs. E. Lund, and Mrs. M. A. Lawrence.
Mr. H. Marsden.
Mrs. Richardson.
Capt. and Mrs. C. W. Saunders, Messrs. T. W. Saunders, and E. W. J. Wesson.

The war Office has received 25 sent anonymously from Plymouth as "conscience money."

Free At Last From Malaria

Dr. Williams' Pink Pills

Rescue Another Sufferer In
Ceylon

Efficacious thought it is for the relief of malaria, quinine loses its helpful value in time, and when taken in large doses becomes positively harmful. Such is not the case with Dr. Williams' Pink Pills—the tonic remedy—because their action is never anything but beneficial.

The reason why Dr. Williams' Pink Pills have cured great numbers of malaria sufferers, as is proved by abundant evidence, is because they rapidly purify and enrich the blood stream, and the germs of malaria cannot live in the rich red blood they create. The case of Mr. E. P. Nathaniel, of 25, Elie House Road, Mutwal, Colombo, is but one example out of the many cures recorded as having been accomplished in this way:—



Mr. E. P. Nathaniel

"In 1920 I contracted malaria," states Mr. Nathaniel, "and in spite of all the different medicines tried I could not get the fever out of my system. I had aches and pains all over my body and was often confined to bed. For two whole years I remained in this condition."

"One day, reading of Dr. Williams' Pink Pills as a cure for malaria, I decided to try them. Even after the first bottle some improvement was noticeable, and as I continued with the treatment the aches and pains decreased, my appetite revived and I slept well. Soon I found myself restored to complete health, thanks to Dr. Williams' Pink Pills which drove the malaria out of my system."

Dr. Williams' Pink Pills for Pale People, the world's most famous Blood and Nerve Tonic, are obtainable from chemists everywhere, price \$1.50 per bottle, \$3 for 6 bottles.

EDUCATION

ENACTMENTS IN THE FAR EAST — MENTION OF HONG KONG

The annual conference of the British Commonwealth League was opened last month at the Royal Society of Arts, John-street, Adelphi. Delegates came from a large number of societies throughout the Empire.

Mrs. Corbett Ashby, the president of the League, who took the chair, said they were determined that women should have their share in building up the work of the Empire and in trying to solve the problems of a just and fair relationship between one race and another.

Miss Sarah Burstall, a member of the Colonial Office Advisory Committee on Education, said that the problems of education in the Dominions and Colonies were extremely complicated, owing to the changing conditions throughout the world. The problem in Africa was one of the most difficult. About 90 per cent. of the education was in the hands of the missionaries. In 1923 a conference was held and a committee was formed to advise the Secretary of State. Their first work was to produce a White Paper which was submitted to the Secretary and to Parliament. That now formed their constitution and in it certain lines were laid down. The first principles were co-operation between the Government and educational bodies and adaptation to native life. Religion and moral instruction were stressed, and the idea was that an African should be a good African and not a sham Briton. She urged most earnestly that overseas women should do their utmost to help all matters appertaining to women, especially in regard to education.

Harm of Examinations
Referring to the question of examinations she said that they had done enough harm in Britain and had done terrible harm overseas. They had tried to give the lead in altering matters in this respect. If they had to have the examinations at all, they should be so arranged as to suit the conditions of the places. African people had many gifts which only wanted cultivating, and among those was the gift of art, which, at Wembley, it was clearly shown that they possessed. They were very anxious to satisfy the demand for higher education in Uganda. There was already a good college for Uganda men where they could study agriculture, medicine, and other subjects, but much yet remained to be done. They wanted students to have a means of higher education at home.

Miss Wrong, missionary secretary of the Student Christian Movement, strongly advocated increased educational facilities for women in Africa.

Mr. G. Latham, Director Native Education in Northern Rhodesia, also spoke of the importance of a wide education of the women, but in whatever they did he thought that they should proceed with the utmost caution.

Miss Hargy Rich (Australian Racial Hygiene Centre) moved a resolution congratulating the Secretary of State for the Colonies on the report of the committee appointed to examine the new enactments in the Straits Settlements and the Federated Malay States dealing with the protection of women and girls. It was asked that the recommendations of the report should be put into effect as soon as possible, and that the application of the report should be extended to Hong Kong.

The resolution was carried.

Heavy Responsibility

Miss Chave Collison, the honorary organizer of the League, at the afternoon session, submitted a proposal recognizing that a heavy responsibility rested upon both Imperial and local Governments for the care and welfare of races of less forward development governed under the British flag. It expressed a desire especially to refer to the responsibility in relation to the women of such races and their right both to education and to preparation for the fuller citizen life in proportion to their ability. It also asserted the willingness of women of the more forward races to take their full share of responsibility under the Governments, and expressed the desire that in all matters of policy relating to women of less forward races, women advisers, and women members of committees or commissions, should be appointed and that efforts should be made, where possible, to have the needs of the women of such races examined by women with a view to the development of policy suited to their special difficulties.

Miss Collison argued that a woman should be placed in a responsible position inside the Colonial Office to deal with broad questions of policy.

The resolution was adopted.

THE HONGKONG

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WONG SIU WOON

THE MOTORISTS' PAGE

First In the World's Classic Races!

Norton

MOTOR CYCLES

The Following are a few of the most recent successes won by NORTON.

ATHY 75 ROAD RACE
(500 c.c. class)

Stanley Woods, First
(from Scratch) Record
Speed 69 m.p.h.

BROOKLANDS
200 MILES SIDECAR
RACE

—also Second and Third.
The only finishers as in
1928.

DONCASTER A.C.U.
YORKSHIRE CENTRE
SPEED TRIALS

E. Searle — Five Firsts
and "Challenge Cup"
in each class. Fastest
Time of day, Solo and
Sidecar.

SOUTHPORT 100 MILES

J. H. Simpson, First—
Fastest Time of the day
irrespective of class.

SWEDISH MAY TRIAL

Most important of all
Continental Reliability
Trials.
Best performance of the
day with Sidecar, and
Team prize with Side-
car, and Team prize—
only team to finish.

BELGIAN GRAND
PRIX DE FRONTIERES

Jules Dethy, 1st in 500
c.c. class.

COME AND SEE THESE WONDERFUL MACHINES.

A MACHINE WITH SUCH A FINE RECORD WILL
OBTAIN SERVE YOU BEST.

SINCERE'S

SOLE AGENTS

JOHN N. WILLYS

RE-ELECTED PRESIDENT OF
HIS COMPANY

At the annual meeting of the
Willis-Overland Company all of the
present officers and Board of Direc-
tors were re-elected.

In a statement to the Stock-
holders, President John N. Willys
said that every indication pointed
to 1929 as one of the most success-
ful years in the company's history,
with sales surpassing the record
volume of last year by a substan-
tial margin and satisfactory
prospects for greater earnings in
the second quarter.

"The first quarter showed an in-
crease in per share profits as com-
pared with the same period of
1928," Mr. Willys said, "with the
1929 profits based on 3,000,000 com-
mon shares outstanding as against
only 2,526,684 outstanding shares
in the first quarter of last year.

"Since the bulk of our first quar-
ter's profits this year were largely
acquired in its closing weeks, our
earning potential for the second
quarter is materially enhanced
with notable gains in sales. An
important factor which should have
a marked effect in increased earn-
ings in the current and following
quarters is our sales gains in the
higher priced six cylinder lines of
Willys-Knights and Whippets. Our
six cylinder models now comprise
50 per cent. of our total volume,
the balance being our lower priced
four cylinder Whippet model.
Earlier in the year the ratio was
approximately 75 per cent. Whip-
pet fours and 25 per cent. Willys-
Knights and Whippet sixes. Not
only are we enjoying record gains
in our domestic business this year,
but our exports for the first quar-
ter showed an increase of 72 per
cent. over the same period last
year."

Mr. Willys also said that the dis-
tribution of stock as voted at the
meeting, indicates there has
been no material change in the past
year in the ratio of any of the large
personal holdings.

Rumours Denied

"I have been at the head of this
company for 21 years," Mr. Willys
said. "In other words, I have at-
tained my majority. In that time
there have been frequent rumours,
some of which gained widespread
notice, to the effect that the com-
pany was considering the advisa-
bility of becoming merged with
other organizations, and at other
times that my personal interests
and holdings in the company were
to pass into other hands, plus ad-
ditional unfounded rumours of
similar purport.

"Naturally, time cannot always
be taken to issue specific denial for
all such rumours, but I want to
frankly say to-day that I have
taken no steps to sell my stock or
to change my relationship to the
company in any way and that I
have no plans affecting the capital
structure, the organization or the
personnel of the company.

"This should set at rest all
rumours, surmises and guesses that
have been current during the past
few weeks."

The company's re-elected direc-
torate is comprised of President
John N. Willys, C. O. Miniger,
George M. Jones, Gordon M.
Mather, Rathbun Fuller, Thomas
H. Tracy, H. C. Tilletson, L. A.
Miller, C. B. Wilson of Pontiac,
C. B. Mertz of New York, and T. A.
Russell, of Toronto.

NOISE QUESTION

MOTOR CYCLIST WINS AN
APPEAL

At the Leeds Quarter Sessions just
held, the Automobile Association suc-
cessfully appealed against the con-
viction of a motor cyclist for riding
a machine with alleged inefficient silencing.

On behalf of the Police Authorities
it was urged that whilst the silencer
was normally an efficient one and in
proper condition, on the occasion of the
alleged offence, in the opinion of the
Police it was ridden in a manner which
caused undue noise. For the appellant
evidence was given by an A.A. expert
to the effect that the silencer was tho-

HOLLAND TO INDIA

STEEL COMPANY OFFICIAL TO
DRIVE

STUDEBAKER PRESIDENT EIGHT

Mr. A. R. Hirst, enthusiastic
motorist and high official of a steel
company employing 25,000 men at
Jamshedpur, India, will soon start
on a motor tour extending from
Holland to India.

Mr. Hirst crossed the Pacific
to California and then proceeded to
the Studebaker works at South
Bend, Indiana, U.S.A., where he
took delivery of a new President
Eight Sedan—the car that holds 11
world and 23 international stock
car records for speed and en-
durance. After an inspection of
American steel plants, Mr. Hirst
plans to drive to New York City
and sail to Rotterdam, Holland.

From there this new Studebaker
will be headed leisurely across
France, Germany, Switzerland and
the Alps, Italy, the Balkans, over
the Bosphorus into Turkey, across
the Syrian desert, Iraq, the Persian
desert, Himalayan mountains in
Afghanistan and into India.

THROUGH INDIA

ON A MODEL 520
FIAT

From Bombay comes the account
of an exceptional feat performed by
a private motorist with his own
car, a strictly standard Model 520
Fiat. The trip is interesting, not
only because it affords a con-
vincing proof of the excellent
qualities of this popular car, but
because it illustrates once again

PLEASE DON'T WASTE WATER

the vast possibilities open to the
motor car in countries where road
conditions are particularly difficult.

Mr. M. F. Berkeley, the owner of
the "520", the trip recorder of
which showed over 3,500 miles at
the start, left Amritsar at 3 a.m.
on March 29. He was ac-
companied by Mr. C. E.
C. E. Jackson, two native servants
and nearly a hundredweight of
luggage. The time and date of de-
parture were certified by the re-
sident British Commissioner at
Amritsar. Going at a record pace
over extremely difficult roads, the
car crossed the Indian Peninsula,
passing through Delhi, the sacred
city, Agra and Igaptur. Bombay
was reached the next day, March
30, at 6.30 p.m. as certified by the
Sergeant in charge of the local
Police Station. The total distance
travelled was 1,166 miles, which
were covered in 39 hours and 30
minutes at an average speed of
29½ miles per hour, a very satis-
factory average when it is con-
sidered that much time was lost
refuelling when and where pos-
sible, no special arrangements hav-
ing been made beforehand, and in
crossing the rivers Chambal and
Japet on rickety rafts.

During the whole journey the
engine was not stopped once. The
time taken by the "520" beats the
record previously held over the
same route by another make of car,
by two and a half hours.

Further, this performance is all
the more creditable in that it was
carried through under quite ordi-
nary conditions, no water was ad-
ded to the radiator, nor was any re-
pair of any kind carried out on
the way. The fuel consumption,
officially controlled, was very low,
averaging 21.2 miles per gallon.

roughly efficient and had not been tam-
pered with in any way.

The Recorder, Mr. E. A. Mitchell
Innes, C.B.E., K.C., intimated that he
did not wish to hear any further evi-
dence. He yielded to no one in his
heartily dislike and hatred of the noise
of motor cycles, but the question was
one which had to be decided on the
interpretation of the Order. The Order
did not mean that a motor cyclist was
to make no noise in using his motor
cycle, and in his view the silencer was
"suitable and sufficient" for reducing
the noise, which would otherwise be
caused by the escape of the gases. That
seemed to him to put "an end to the
case" and the appeal would be al-
lowed with costs.

This decision is of considerable im-
portance to motor cyclists, dealing as it
does with a machine of a type which
had been officially certified by the
Automobile Association as satisfactory
silenced, the makers being granted
an A.A. Certificate of Silencing
Efficiency.

ULTRA-MODERN

THE DESIGN OF
CHRYSLERS

Viewed from any angle, the new
"75" models impress the discerning
eye with their correctness. The
frontal area is of impressive size
and beautified by the vertical ven-
tilating shutters, thermostatically
controlled. The "slender profile"
radiator, gleaming with costly
chromium plating, is quick to com-
pel attention.

The new cars approach closely to
the effect of custom design.
Luxurious upholstery is available
for certain closed bodies in fine
moirai or broadcloth, toned to
harmonize with the exterior
finishes. The largesse motif is
everywhere apparent in the
liberality with which each body has
been equipped to ensure the passen-
gers' comfort.

The new 75 horse-power "Silver-
Dome" high-compression engine
which powers this car, ranks among
the leading engineering feats of
the decade. The engine rests upon
an entirely new type of rubber
mounting, soothing away even the
faintest suggestion of vibration.

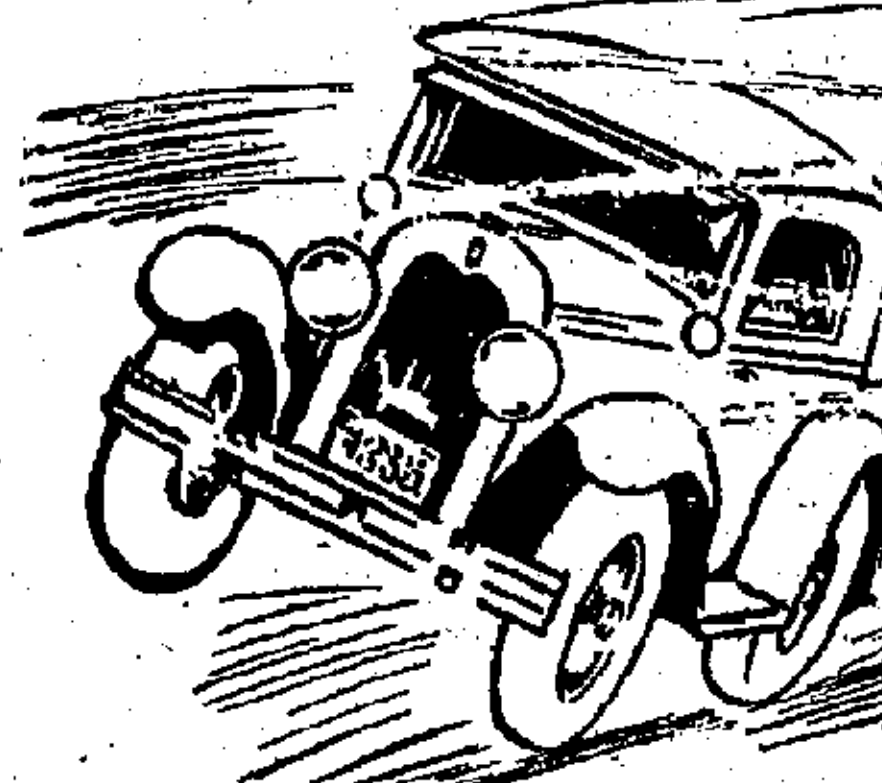
Mechanical Perfections
Enhancing the performance of
the "Silver-Dome" engine are many
mechanical perfections... 7-bearing
counterweighted crankshaft;
large exhaust valves of the new
"CNS" steel; transmission gears of
chrome-nickel steel; full-pressure
oil feed; impulse neutralizers;
crankcase ventilation; scientific-
ally developed manifold; oil filter;
air cleaner; fume to assist cold
weather starting—new steering
gear preventing road shocks from
being transmitted to the driver's
hands—and scores of other
features.

New, squeakless, moulded brake
linings have been incorporated
with the hydraulic 4-wheel brakes,
which are of the internal expand-
ing type and therefore are protect-
ed from weather conditions. An
unapproached degree of riding
comfort has been attained by
means of long springs, anchored in
live rubber; and in addition to

Do you Know

That the Atlantic City Race Track was Leased
in order that the Vacuum Oil Company's Cars
(stock models purchased solely for Research
Purposes) could test the Improved Mobiloil.
Stock models of well known makes of cars were
purchased for these trials. Racing Drivers were
engaged, and an automotive engineer rode with
every driver to check the performance of car
and oil. These cars were driven at over 65
miles an hour, continuously for hour after hour.

No wonder, then, that
the New Mobiloil is
considered superior in
quality and performance
to any other lubricating
oil obtainable today.
Why not try



THE NEW MOBIL OIL

which Lovejoy hydraulic shock ab-
sorbers are mounted front and rear.
The lengthened chassis features
the new duplex-channel frame,
rigidly supported by 7 cross mem-
bers.

Many features such as these ac-

count for the difference between
the superlative and the ordinary in
motor cars, and it is not at all
strange that the country to-day is
more than ever enamoured of
Chrysler—more than ever Chrysler-
wild.

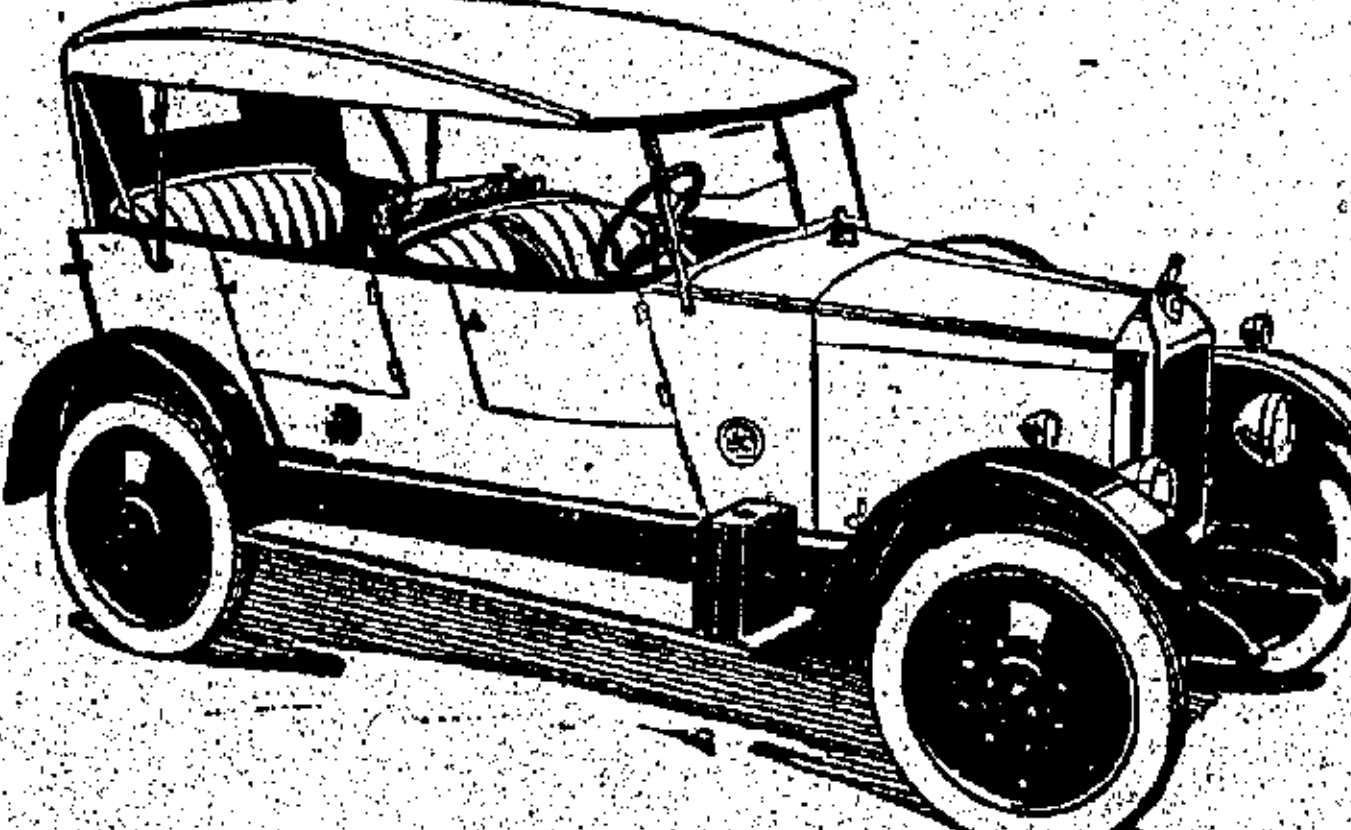
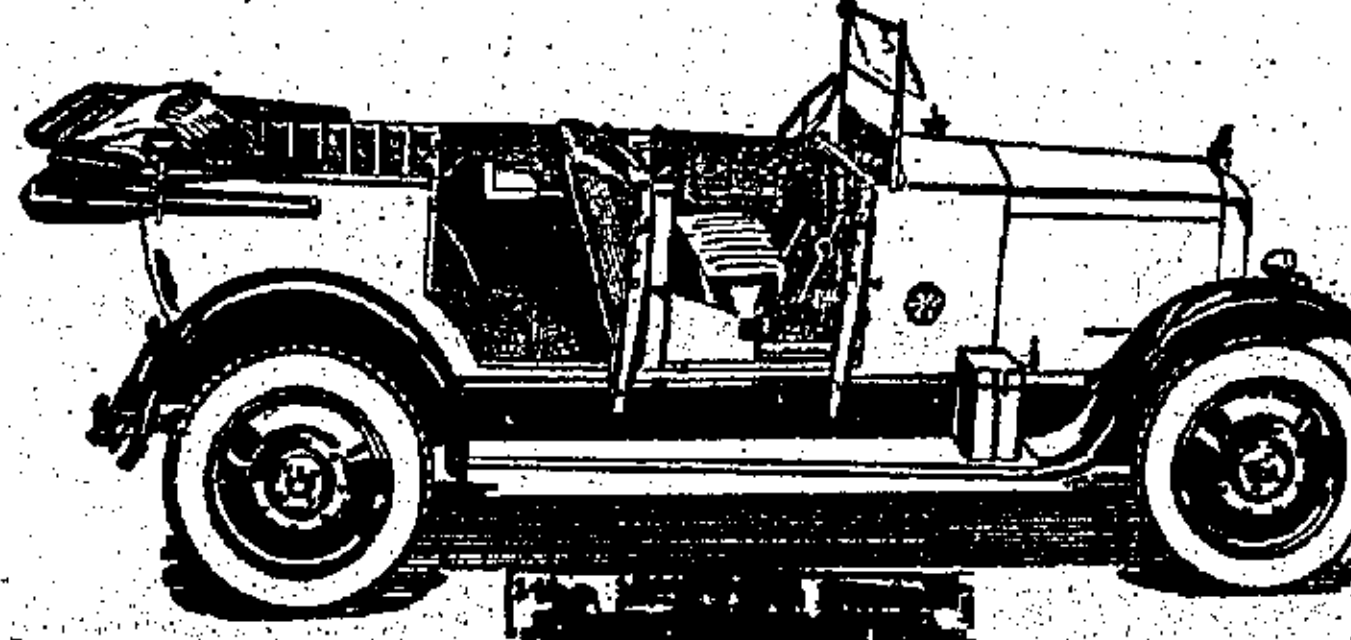
The 6-Cylinder New 12 Horse Power

ARMSTRONG SIDDELEY CAR
must draw your attention!!

SMOOTH RUNNING, EASE OF CONTROL, GREAT POWER RESERVE, AND
RAPID ACCELERATION ARE THE OUTSTANDING CHARACTERISTICS OF THE
6-CYLINDER 12 HORSE POWER MODELS. PERFECTLY SPRUNG, THEY
HOLD THE ROAD FIRMLY AT ALL SPEEDS.

THE IMPROVED DESIGN AND CAREFUL MANUFACTURE OF THESE MODELS
GIVE THEM A DEGREE OF RELIABILITY AND EFFICIENCY THAT IS UNSUR-
PASSED.

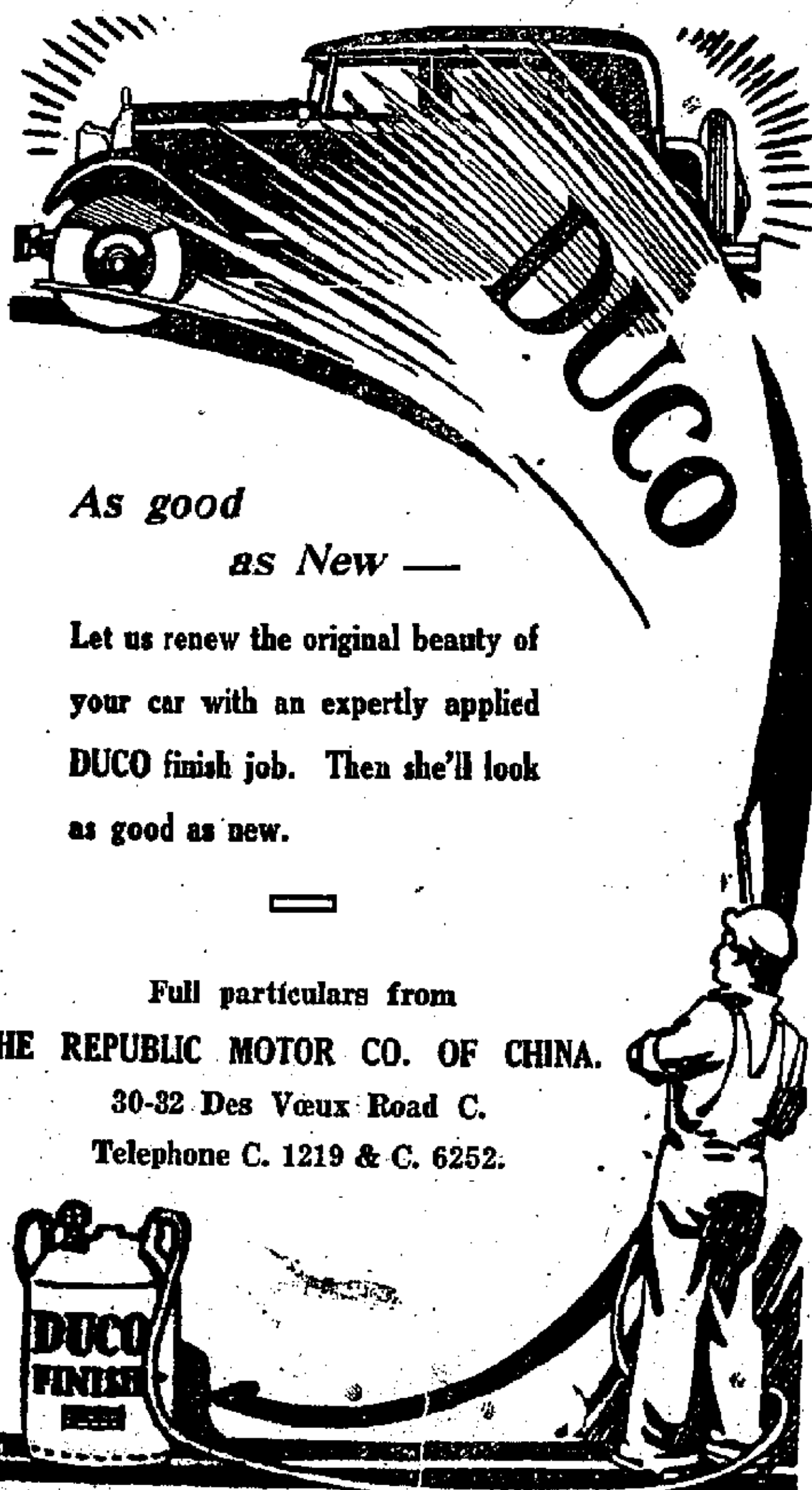
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ALL NEEDS.



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ROADSTER £289
TOURER £289
FABRIC SALOON £319

Complete with Triplex Glass, Spare wheel, Tyre and Tube and One Extra Hand Horn

THE HONG KONG HOTEL GARAGE
25 Queen's Road Central Tel. Central 4769.



As good
as New —

Let us renew the original beauty of
your car with an expertly applied
DUCO finish job. Then she'll look
as good as new.

Full particulars from
THE REPUBLIC MOTOR CO. OF CHINA.
30-32 Des Vaux Road C.
Telephone C. 1219 & C. 6252.

JUST ARRIVED

THE 175 c.c. SUPER-SPORT M & G.
HOLDER OF 14 WORLD'S RECORDS
INCLUDE THE 24 HOURS AVERAGE
SPEED OF 52.06 MILES PER HOUR.

also

350 c.c. SUPER-SPORT & TOURIST MODELS
FITTED WITH THE FAMOUS M.G. ENGINES
COME AND SEE THESE MACHINES DE GRAND-LUXE
EASY PAYMENT SYSTEM

THE FRENCH MOTOR CYCLE CO.,
46, Nathan Road, Kowloon.

ALL KIND
OF CAR
REPAIRS.

FIAT GARAGE
67A, 67B, Des Vaux Rd. C.
Tel. C. 4821.

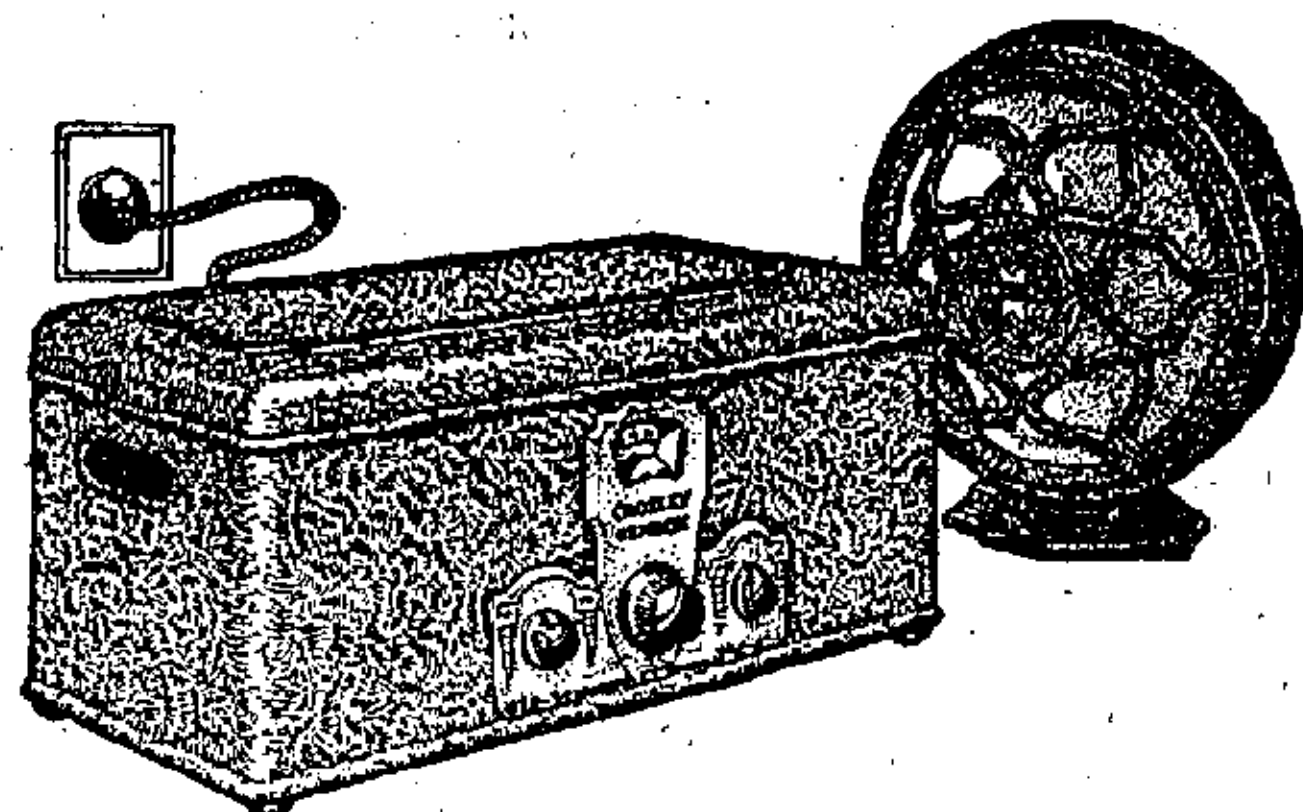
AUTO ACCESSORIES

THE REPUBLIC MOTOR CO. OF CHINA.

30-32 Des Voeux Rd. C.

Spare Parts
Batteries,
etc., etc.Electric
Accessories,
etc., etc.

CROSLY RADIOS

THE NEW A C ELECTRIC 7 TUBE
GEMBOXOPERATES 200 VOLT 50/60 CYCLE
COMPLETE WITH DYNACONE "F"

H.K.\$286.00

COME AND HAVE A DEMONSTRATION AT

THE SUNLIGHT CO.

137, Des Voeux Rd., C.

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THE ASIATIC AMERICAN COMPANY

48, Stanley Street. Tel. C. 244.

BUILDING THE CAR

BRITISH MANUFACTURERS' CLAIM

A PROSPEROUS INDUSTRY

The British manufacturers of cars justifiably claim that the vehicles with which their names are associated represent the very best possible value in efficiency, low upkeep, and minimum initial expense that can be procured anywhere, a claim that has been more than borne out by actual experience. Indeed, if the only British cars was to be found in these connections the manufacturers' case would be exceptionally strong, for it is surely correct to insist that the highest value for money is the acme of satisfaction that can be offered to intending purchasers.

Traditional Quality

Possibly no finer testimonial to the traditional British quality is to be found than is instanced by the fact that in the most difficult market in the world for the British car manufacturer to enter owing to the large selection provided in that market in the matter of locally-produced cars from which motorists there can choose, aided by cars, are to be found annually a number of owners who appreciate British finesse and are prepared to pay the heavy import duty to gratify their desires to own a British-made vehicle.

The ramifications of the British motor industry are extremely widespread and, indeed, it is in itself an interesting study to try to dissect those auxiliary and ancillary trades which are unconnected with that industry. There are, in fact, very few trades which do not, in some way or another, possibly only indirectly but none the less surely, contribute towards the production of the finished automobile, and which do not, therefore, reflect the prosperity or otherwise, of the main important trade.

Allied Vocations
The modern motor car represents the fruits of accumulative effort on the part of workers in vocations which in many cases would hardly be thought to be in any way identified with the automobile industry. This latter of itself, is in the front rank among the important industries of Great Britain and the world, but when account is taken of the work found for members of other industries, the importance of the motor manufacturing concerns of the country assumes almost colossal magnitude.

It is a matter of no difficulty even to the uninitiated to identify the connection between the motor industry and such basic and primary trades as coal-mining and the iron and steel industries, while, of course, everyone appreciates the important part played by the general engineering industry. Indeed, it may be said that the relationship of this latter important trade in the motor industry is two-fold providing as it does in the first instance such necessary adjuncts to the car manufacturers' works as small tools, such as lathes, drilling machines, presses, etc., and in the second place in the application of many other sections of the engineering industry appertaining to the production of the several hundred parts which are to be found in the modern automobile.

The manufacturers of magnetos, dynamos, starting motors, batteries and other electrical equipment, also play an important part in assisting the British car manufacturer to produce his vehicle and thereby ensure employment for many skilled and unskilled workers in the electrical trade and of such auxiliary trades to that particular industry as the manufacturers of cables.

Timber Trade
No inconsiderable amount of work is created in the timber trade to fill the requirements of the manufacturer of automobile bodies, while the furnishing and finishing to be found in the interior appointments of the British-made car, and particularly of the luxury models, provide considerable scope for the art of the cabinet maker and upholsterer. The stockraiser, too, comes into the picture for the hides of the stock he rears provides material for the upholstery, luggage trunks, hoods, etc., the preparation of which, of course, calls in the attention of the currier and the tanner.

The modern car has a sheen that rivals a mirror in its crystalline gloss, showing that the makers of paints, oils and varnish have added their quota. Mention of crystal recalls to mind the term transparent which in its turn, by the rule of contrary, turns one's thoughts to things translucent. Porcelain forms one of the class to which this term is applied, and the makers of this substance find that they can assist in evolving the

SPEED RECORDS

RECOGNISED LIST SINCE THE EARLY NINETEENS

FROM 39 TO 231 M.P.H.

Below is given the recognised world's land speed records established in motor-cars since 1898.

The tremendous advancement in speed in thirty one years of motor-racing is well depicted—and with the advancement of speed, so reliability and general worthiness of the modern motor has also stepped forward.

The interesting list is as follows:

Year, 1898.—Driver, Chasseloup-Laubat; Car, Jaquet; M.P.H., 39.24.
Year, 1899.—Driver, Jenatton; Car, Jenatton; M.P.H., 55.79.
Year, 1902.—Driver, Serpollet; Car, Serpollet; M.P.H., 75.06.

Year, 1902.—Driver, Fournier; Car, Mors; M.P.H., 76.80.

Year, 1902.—Driver, Augier; Car, Mors; M.P.H., 77.13.

Year, 1903.—Driver, Ford; Car, Ford; M.P.H., 91.37 im.

Year, 1904.—Driver, Rigolly; Car, Gohron Brillie; M.P.H., 93.20 im.

Year, 1904.—Driver, de Caters; Car, Mercedes; M.P.H., 97.26 im.

Year, 1904.—Rigolly; Car, Bobron Brillie; M.P.H., 103.56 im.

Year, 1904.—Driver, Barras; Car, Darracq; M.P.H., 104.53 im.

Year, 1905.—Driver, A. Macdonald; Car, Napier; M.P.H., 104.68 im.

Year, 1905.—Driver, Bowden; Car, Mercedes; M.P.H., 109.75 im.

Year, 1906.—Driver, Marriot; Car, Stanley; M.P.H., 127.55 im.

Year, 1909.—Driver, B. Oldfield; Car, Benz; M.P.H., 131.72 im.

Year, 1911.—Driver, R. Burman; Car, Benz; M.P.H., 141.73 im.

Year, 1905.—Driver, Bowden; Car, Palma; Car, Packard; M.P.H., 140.87 im.

Year, 1920.—Driver, T. Milton; Car, Duesenberg; M.P.H., 156.04 im.

Year, 1922.—Driver, K. Lee Guinness; Car, Sunbeam; M.P.H., 129.17 im.

Year, 1923.—Drivers, J. G. Parry Thomas; Car, Leyland; M.P.H., 129.73 im.

Year, 1924.—Driver, E. A. D. Eldridge; Car, Fiat; M.P.H., 145.02 im.

Year, 1925.—Driver, M. Campbell; Car, Sunbeam; M.P.H., 150.76 im.

Year, 1923.—Driver, J. G. Parry Thomas; Car, Higham; M.H.P., 163.07 im.

Year, 1926.—Driver, J. G. Parry Thomas; Car, Higham; M.P.H., 170.62 im.

Year, 1927.—Driver, M. Campbell; Car, Napier Campbell; M.P.H., 174.22 im.

Year, 1927.—Driver, H. O. D. Segrave; Car, Sunbeam; M.P.H., 203.79 im.

Year, 1928.—Driver, M. Campbell; Car, Napier Campbell; M.P.H., 206.95 im.

Year, 1928.—Driver, Ray Keen; Car, White Triplex; M.P.H., 207.55 im.

Year, 1929.—Driver, H. O. D. Segrave; Car, Irving Special; M.P.H., 231.36 im.

European Record

Most of these records were established over a distance of a mile; the others were over a kilometre, and were nearly all made on the Continent.

GRAND PRIX

ANOTHER TRIUMPH FOR
BRITISH MOTORING

Rugby, June 17.

British Bentley motor cars achieved remarkable success in the twenty-four hour Grand Prix Endurance Race at Le Mans, France, yesterday. A team of Bentleys secured the first, second, third and fourth places in this race, which is recognised as the most important test of all trans-Continental road races.

Twenty-nine cars entered including those of British, American and French makes, and 9 finished the course.

Early in the race misfortune overtook one of the United States Stutz cars, which caught fire while refuelling, its driver being badly burned.

No 1 Bentley, driven by Woolf Barnato and H. Birken, led almost from the start and ultimately covered 1,764 miles at an average speed of approximately 74 miles an hour. The second Bentley's speed was 70.5 miles, the third Bentley 67.19 miles, and the fourth Bentley 66.35 miles.

The fifth place was taken by a United States Stutz car at 65.08 miles and the sixth place by a United States Chrysler car at 64.24 miles.

Finished automobile by means of the porcelain insulation of the sparking plugs.

Cotton and Rubber

The cotton and rubber industries find that the automobile industry provides a ready outlet for their products for tyres, step-mats and steering wheels; all utilise cotton and rubber. Then the modern dashboard gives ample illustration of the co-operation of the instrument and optical makers, while glass manufacturers and glaziers also have a "finger in the (car) pie."

Cars, of course, require fuel and oil, and the extension of the automobile industry must beneficially interest those engaged in the refining and marketing of these two essential commodities.

Even yet the list is by no means exhausted, but sufficient has been said to show that a prosperous British industry not only affords employment to a large number of skilled and unskilled artisans in its own ranks (which in 1927 numbered 257,000), but assists in the general prosperity of kindred trades and in industries not directly allied to the motor industry.

Get behind the wheel!
and Get the facts!

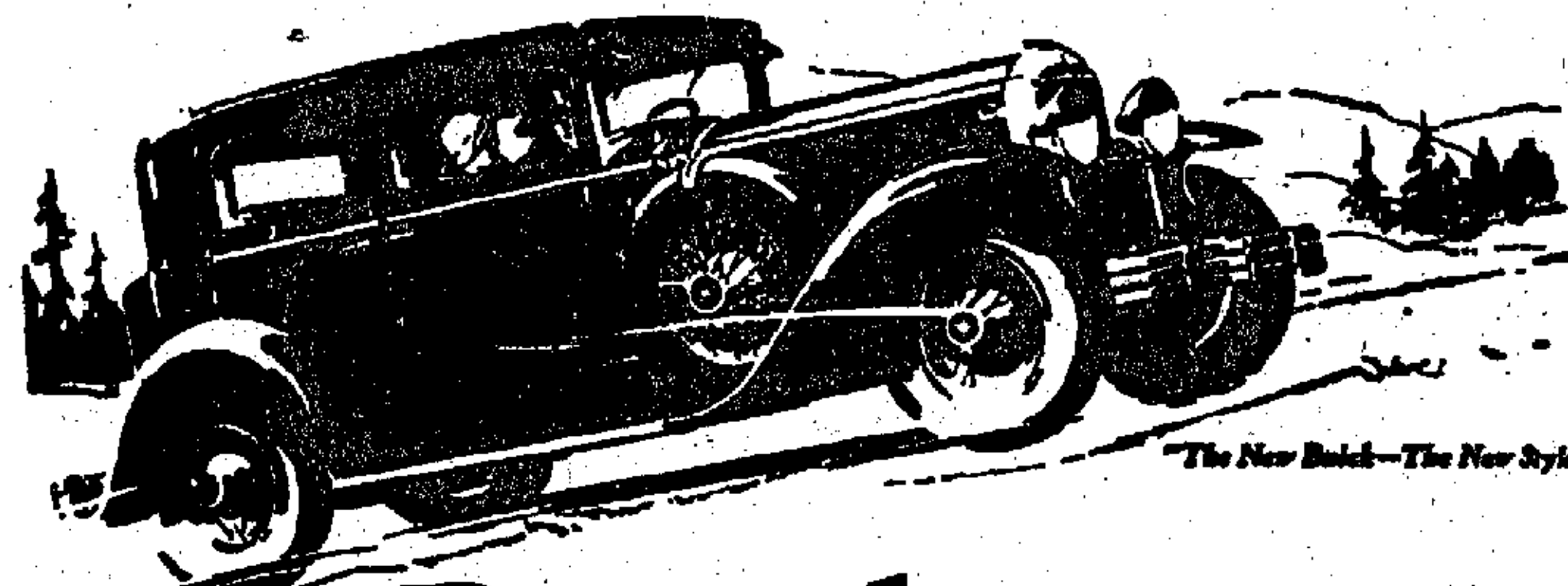
Buy your car on
a business basis---
check power, getaway, swift-
ness, hill-climbing--in actual
tests---that's all that's needed
to prove Buick
Superiority!

A kind and degree of performance so new--so indescribably superior--induced more than twice as many people to purchase Buicks during the past year as any other automobile listing above \$1200. Here is ample reason for discarding old buying habits.

Take a Buick. Drive it in traffic. Try it on the hills and on the straightaway. Test it in your own way and at your own pace. Measure carefully every element of performance.

Get behind the wheel and get the facts... then you'll get a Buick!

Buick Motor Company, Flint, Michigan, Division of General Motors Corporation



Buick
WITH MAINTENANCE BOARDS BY FISHER

Buick Motor Cars are
available on very attractive
hire purchase terms.

35E
DRAGON MOTOR CAR COMPANY LTD.
33, Wong Nei Chung Road, Happy Valley

WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.

DODGE

BROTHERS

NEW SIX

ROADSTERS and SEDANS

have arrived and are

NOW ON VIEW

Demonstrations arranged without any obligation.

SOUTH CHINA MOTOR CAR CO.

33, Des Voeux Road, Central,
Telephone C. 5644.

Sole Agent in South China for:

BROCKWAY MOTOR TRUCKS
and
BUSES

Beam - Lite
Auto BulbsHartford
Batteries

THE ASIATIC AMERICAN COMPANY

OFFICE:
48, Stanley Street.
Tel. C. 244.SHOW ROOM:
11, Queen's Road, E.
Tel. C. 575.

SYNTHETIC SPIRIT

GREAT STRIDES IN
GERMANY

Great strides have been made in Germany in the synthetic production of motor spirit, which has erroneously been described sometimes as coal-petrol instead of as benzole. The great German dye trust, which includes all the most important branches of the German chemical industry, is making an achievement of great significance. It is with the Standard Oil Co. of New

Jersey. This may be taken as evidence that the synthetic production of motor spirit is a sound commercial proposition. As showing the importance of this matter, a syndicate with a \$6,000,000 capital is being formed to amalgamate the German Chemical Trust with the Standard Oil Co., the directors of which include Professor Carl Bosch, Mr. Walter Teagle, president of the Standard Oil, Mr. C. E. Mitchell, chairman, National City Bank, New York, and Mr. Edsel B. Ford, president, Ford Motor Co. Developments may be watched with the greatest interest.

TROJAN

LANE, CRAWFORD, LTD.

Automobile Dept. C.3193.

FOR
SURE TRACTION
SAFE BRAKING
EXCESS MILEAGE
under all conditions

YOU NEED **FISK** ALL-CORDS



The big, tough blocks
of FISK'S non-skid
tread give sure traction
over any kind of going.
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KAYE DON AND T.T.

It is announced that Kaye Don, who last year won the Ulster T.T. in a 1½-litre Lea-Francis, and who is spoken of as the next aspirant for world speed honours, will drive a similar Lea-Francis in this year's race. It is more than probable that he will drive a 9-h.p. Riley sports in the Irish International Race, which takes place in Phoenix Park in July.

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ESTABLISHED
1845

HONG KONG, THURSDAY, JULY 11, 1929.

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"PHEMIUS" Due 14th July For Shanghai, Kobe & Yokohama
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POST OFFICE NOTICE.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

It is hereby notified that radiotelegrams will be accepted at Hong Kong for transmission direct to Canton and Shanghai and to certain inland towns in China via these stations at the following rates per word:—

	Foreign & Code telegram.	Plain Chinese telegram.
To Canton & Shanghai	\$0.20	\$0.10

Inland towns:—Anking, Hangchow, Hankow, Ichang, Nanking, Ningpo, Peiping, Pengpu, Tientsin, Tsinan, Tsingtao, Tunchi, and Wuhu	\$0.30	\$0.15
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The above rates include toll due to the receiving stations.

INWARD MAILS.

From	THURSDAY, JULY 11.	Per
Shanghai and Amoy	Yingchow	
Japan, Shanghai and Europe via Siberia	FRIDAY, JULY 12.	
London, 20th June	Hakone Maru	
Shanghai and Swatow	SATURDAY, JULY 13.	
U.S.A. (San Francisco, 14th June), Honolulu, Japan and Shanghai	President Johnson	
Europe via Negapatam (Letters & Papers, London, 13th June)	SUNDAY, JULY 14.	
Manila	Benalder	
U.S.A. (San Francisco, 21st June), Honolulu, Japan and Shanghai	MONDAY, JULY 15.	
	President Taft	
	President McKinley	

OUTWARD MAILS.

To	THURSDAY, JULY 11.	Per
Saigon	Prosper	8.30 p.m.
Sam Shui and Wuchow	Pook On	4 p.m.
	FRIDAY, JULY 12.	
Holow, Pakhoi and Haiphong	Teau	9.30 a.m.
Shanghai, Japan and Europe via Siberia	Aldington Court	10.30 a.m.
Formosa	Tripitz	10.30 a.m.
Amoy	Tijmanoch	10.30 a.m.
Haiphong	Canton	1.30 p.m.
Manila and parcels for Germany via Hamburg	Saarland	1 p.m.
Swatow, Amoy and Foochow	Haiyang	1 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles	Hakone Maru (Due Marseilles, 12th Aug.)	
R.P.O.	G.P.O.	
Registration July 12, 4.30 p.m.	Registration July 13, 8.45 a.m.	
Letters	Letters	9.30 a.m.
	SATURDAY, JULY 13.	
Straits and Calcutta	Kumsang	July 13, noon
Parcels	Letters	1 p.m.
Amoy	Anking	5 p.m.
Manila	President Johnson	5 p.m.
	SUNDAY, JULY 14.	
Bangkok via Swatow	Kwanchow	9 a.m.
Swatow, Amoy and Formosa	Hozan Maru	2 a.m.

*Superscribed correspondence only.

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SUDDEN DEPARTURE FROM PEKING

CHINESE LEADERS

CAUSE SURPRISE BY PACKING UP AT NIGHT

UNEXPLAINABLE MYSTERY

Peking, To-day.
This morning, Peking was trying vainly to guess the reasons for the very sudden—and rather alarming—departure from here during the night of the various Chinese leaders who came here to confer.

Last evening, Marshal Chiang Kai-shek announced his departure. He was seen off by General Yen Hsi-shan, General Chang Hsueh-liang and Dr. C. T. Wang, just before midnight, for Nanking, the national capital. His plan to visit Hankow on his return journey from Peking was altered.

Fever Pitch Activity
At that time all appeared to be normal but, as soon as Chiang Kai-shek had left, Yen Hsi-shan and Chang Hsueh-liang each went back to his own headquarters and gave orders for immediate departure.

Officials were summoned from places all over the city. Guards hurriedly turned out to line the streets. Special trains were hurriedly ordered.

For two hours activity was at fever pitch.

Dr. Wang's Statement
At 1.20 this morning, Yen Hsi-shan steamed out, bound for his own capital, Taiyuan; he was followed at 1.50 a.m. by Chang Hsueh-liang, bound for his capital, Mukden, in Manchuria.

The reason for these hurried and totally unexpected departures is causing much speculation as Dr. C. T. Wang (the Foreign Minister) had openly stated that he had come here to see Chang Hsueh-liang (ostensibly about diplomatic matters pertaining to Manchuria and the Russians, see under "Action By Chinese") and that he had expected to remain.

What Happened Before
Peking, Yesterday.
At a conference at the Western Hills to-day between Chiang Kai-shek, Yen Hsi-shan and Chang Hsueh-liang, the main topic of discussion was the problem of rehabilitating the North-western provinces and disbandment and re-organisation of Feng Yu-hsiang's army, for the carrying out of which a sum of \$3,000,000 is believed to have been promised by Chiang Kai-shek.—Nan Chung Kuo News Service.

The Kuominchun
Peking, Yesterday.
According to a statement made by Mr. H. H. Kung, Minister of Industry, the Western Hills conference has decided, in its disbandment and re-organisation problems of the North-western provinces, to reduce Feng Yu-hsiang's army from its present estimated strength of 210,000 men to 110,000. He also declared that Feng Yu-hsiang will not leave China until after the completion of the re-organisation and disbandment work.—Nan Chung Kuo News Service.

CANTON ITEMS

8TH ROUTE HEADQUARTERS TO BE ABOLISHED

REDUCING ARMY BUDGET

Canton, Yesterday.
It may be recalled that the headquarters of the 8th Route National Army, were established for the purpose of suppressing the Kwangsi rebels. The Commander-in-Chief (General Chan Chai-tong), in pursuance of the scheme for the cutting down of the military budget, is taking steps to dissolve the Headquarters, as the war between Kwangtung and Kwangsi is practically ended.

It is stated that the plan will be carried into execution as soon as the Kwangsi remnants in the East River sector have been rounded up.

New Notes
The Central Bank of Canton will issue \$9,000,000 of new notes in place of equal value of the old notes. The Chamber of Commerce has been notified to send a representative to the bank to witness the destruction of the old notes and the issuance of new notes in their place.

General Li Fuk-lum
General Li Fuk-lum, the retired Commander of the 5th Army, who has left public life and is now an agriculturist on a big estate in the New Territory, Hong Kong, recently returned to Canton and is now staying at his old residence in Honam.

It is learned from his friends that his visit is in no way connected with political affairs.

Mr. Sun Fo
According to intimate friends of Mr. Sun Fo, Minister of Railways, telegraphic news has been received that he is coming down south by the Dollar Line s.s. "President Johnson" arriving at Hong Kong on July 13, and is expected in Canton the next day. It is understood that he is coming to attend the second general meeting of the Committee of the Model District, Chungshan, the native district of the late Dr. Sun Yat-sen.

New German Consul
The newly-arrived German Consul-General, Dr. W. Wagner, and Vice-Consul G. A. Sakowsky last week made their official call on the Commissioner of Foreign Affairs, Mr. Tao Li-him, and were conducted by the latter to meet the Chairman, General Chan Ming-shui.

Present to the Navy
The Society for the Encouragement of Merit has presented to the Kwangtung Navy, as an appreciation of the meritorious work of the Navy, a silver cruiser, 1,000 athletic sweaters, 1,000 white towels and several thousands cigarettes.—Canton News Agency.

STORY OF H47 DISASTER

OFFICIAL VIEWS

HOW AND WHEN THE COLLISION HAPPENED

SANK IN FEW SECONDS

London, Yesterday.
The Rear Admiral commanding submarines has arrived at Pembroke Rock aboard a destroyer, which transferred deep water diving apparatus to the battleship "Rodney."

The Admiral proceeded in a destroyer to the position of the sunken H47.

He reports that the H47 and L12 were cruising on the surface at 8 a.m. when the L12 struck the H47 at right angles on the port side, her bow penetrating two feet abaft of her foremost control room bulkhead.

The H47 sank in a few seconds. Orders had been given to close the watertight doors and abandon ship.

From the evidence of the commanding officer and other survivors, it does not appear that the doors could have been closed.

The L12 was carried down 40 feet at an angle of approximately 50 degrees with bows down.

The captain, officers, and men on deck were thrown into the water.

Much water entered the L12 before her hatches could be closed.

The Rear Admiral was convinced that it was impossible for any of the crew of the H47 to remain alive more than a few minutes.

The weather at present was against successful location of the H47.

Salvage Operations
Mr. Alexander, "First Lord," announced in the Commons that unfavourable weather had compelled a temporary suspension of the salvage operations of the H47.

FUTILE ATTEMPT TO REACH THE H47
London, Yesterday.
Submarine L69 to-day dived and tried to communicate with submarine H47 by means of sound telegraphy (using a bell with the Morse code), but there were no answering signals.—Reuter.

NEW NEGOTIATIONS

CHINA, BRITAIN, FRANCE & BELGIUM

RETROCESSION POINTS

Shanghai, To-day.
The negotiations over the retrocession of the Belgian Concession in Nanking to China will be resumed to-morrow at Nanking. The attitude of the Belgian delegation is conciliatory towards China's proposals and hope is cherished that no further hitch will occur.—Nan Chung Kuo News Service.

Annam Treaty
Shanghai, Yesterday.
Informal negotiations over the revision of the Sino-Annam Commercial Treaty, (between China and France) are in progress at Nanking. Except the problem of the transit duty rates, other matters concerning the treatment of overseas Chinese in Annam and the revised road regulations between Annam and Yunnan have been satisfactorily agreed upon.—Nan Chung Kuo News Service.

Sir Miles Lampson's Visit
Nanking, Yesterday.
The Kuo Min official news agency learns that Sir Miles Lampson (British Minister) is coming from Peking next month to conclude an agreement regarding the retrocession of Wei-hai-wei and the disposition of the British portion of the Boxer Indemnity Fund, after which negotiations will be opened for the abolition of British Consular jurisdiction in China as well as the conclusion of a new Sino-British treaty.—Reuter.

ELECTORAL REFORM

LORD ULLSWATER TO PRESIDE OVER COMMITTEE

INTERESTING ANNOUNCEMENT

London, Yesterday.
Mr. MacDonald announced in the House of Commons that Lord Ullswater has agreed to preside over the Committee to deal with Electoral Reform, adumbrated in the King's speech; but the terms of reference of which had not yet been determined.—Reuter.

MAJESTIC

Colonel R. F. Ratcliff, formerly M.P. for Burton, has offered to pay the \$11,000 needed to extend Burton-on-Trent public baths.

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